



**US Army Corps
of Engineers**
Philadelphia District
Wanamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390
ATTN: CENAP-OP-R

Public Notice

Public Notice No.	Date
CENAP-OP-R-2009-1335-35	JUL 25 2012
Application No.	File No.
In Reply Refer to: REGULATORY BRANCH	

This District has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

The purpose of this notice is to solicit comments and recommendations from the public concerning issuance of a Department of the Army permit for the work described below.

APPLICANT: New Jersey Turnpike Authority
PO Box 5042, Woodbridge, NJ 07095-5042
Attn: Mr. Richard J. Racyznski, Chief Engineer

AGENT: The Louis Berger Group, Inc.
P.O. Box 1946
412 Mount Kemble Avenue
Morristown, NJ 07962-1946
Attn: Mr. Dennis Conklin, P.E.

WATERWAY: Crooked Creek and Holmes Creek.

LOCATION: Township of Middle, Cape May County, New Jersey

ACTIVITY: The New Jersey Turnpike Authority has requested a Department of the Army authorization to perform regulated work in waters of the United States to facilitate removal of the at-grade, signalized intersections on the Garden State Parkway at Interchanges 9, 10, and, 11 and to reconstruct those same interchanges. The project site is located within the Crooked Creek and Holmes Creek Watershed in the Township of Middle, Cape May County, New Jersey (see enclosure E 1-4).

The Federal Highways Administration (FHWA), the lead Federal agency for the project, requested that the Corps cooperate in the National Environmental Policy Act of 1969 (NEPA) evaluation. The Corps agreed to be a cooperating agency with FHWA on this project in a letter dated March 19, 2010. An Environmental Assessment (EA), prepared in compliance with the NEPA, identified and evaluated the potential social, economic and environmental impacts associated with the proposed project. The EA was supported by the Final Draft Amended Feasibility Assessment Report (Feasibility Assessment Report), a Traffic Analysis Report, an Individual Section 4(f) Evaluation for Historic Sites, a Cultural Resources Eligibility/Effects Investigation Report and technical studies for hazardous waste, noise and air quality, natural and

biological resources and socioeconomics. The Corps provided comments to FHWA on the EA via letter dated March 1, 2011. Comments made by the Corps were taken into consideration and incorporated into the final EA. On April 23, 2012 a Finding of No Significant Impact (FONSI) and approval of the Final Individual Section 4(f) Evaluation were issued by the FHWA for the proposed project.

Currently, the three interchanges are at-grade, signalized intersections that connect the Parkway with Shell Bay Avenue at Interchange 9, Stone Harbor Boulevard at Interchange 10, and Crest Haven Road at Interchange 11. These three signalized intersections are the only roadway crossings along the entire 172-mile length of the Parkway that are not grade-separated. The Authority is proposing to eliminate the at-grade, signalized intersections by constructing new grade-separated interchanges with ramp connections to allow unobstructed access to and from the Parkway at these three locations.

The proposed project is comprised of Alternative 9D at Shell Bay Avenue (Interchange 9), the Modified Diamond Alternative at Stone Harbor Boulevard (Interchange 10), and Alternative 11F at Crest Haven Road (Interchange 11). The various alternatives are described in detail within FHWA's EA. Collectively, these three alternatives comprise the preferred alternative for the Project. The preferred alternative was identified after evaluating the potential socioeconomic and environmental impacts of the alternatives and the operational aspects of the improvements as related to the project purpose and need to improve safety and mobility along the Parkway and the County and local road network within the study area. The proposed activities reflect the improvements required to meet the project purpose and need within the available funding levels imposed by the financial stakeholders. The preferred alternative will also include sidewalks along each of the three roadway crossings of the Parkway that will allow for pedestrian and bicycle travel.

The proposed improvements will require the removal of at-grade, signalized intersections, construction of new grade-separated interchanges with ramp connections and the temporary construction of a northbound diversionary road. Aquatic resource impacts anticipated for this project include tidal open water, emergent marsh and palustrine forested wetlands. The proposed project includes impacts to wetlands under the jurisdiction of the U.S. Army Corps of Engineers associated with Crooked Creek and Holmes Creek (Wetlands A, E, H, I and K). Other wetland impacts will occur in wetlands regulated by the State of New Jersey under the Section 404 Clean Water Act assumption. Project-related impacts to wetlands and open waters have been avoided to the maximum extent practicable. Where impacts could not be avoided, measures have been implemented to minimize impacts. Measures to minimize impacts included steepened embankment slopes, use of sheeting and retaining walls to minimize fill slopes, use of equalizer pipe (36" RCCP) to maintain flows of Crooked Creek wetlands in the vicinity of Interchange 10, elimination or reduction of project elements, among others, as presented in the Alternative Analysis (see enclosure E 5 – 45).

Based on existing topographic information, approximately 32,215 cu. yds. of clean fill material would be discharged into waters of the U.S., permanently impacting a total of approximately 4.482 acres of wetlands and open waters. Of this total, permanent impacts to freshwater wetlands is approximately 2.843 acres and tidal open water and wetlands comprise the remaining 1.639 acres of impacts. Temporary impacts to waters and wetlands is approximately 0.808 acres. All temporary impacts, which will last between 6 and 12 months, will be restored to their

previous condition. The majority of the wetland impacts are around Interchange 10 and Stone Harbor Boulevard.

To mitigate for these impacts, the Authority is proposing several compensatory mitigation components. NJTA has already purchased, for this project, 1.80 freshwater wetland mitigation credits from a federal and state approved wetland mitigation bank (Stipson's Island Bank) located in the Township of Dennis, Cape May County. The Stipson's Island Bank, also located in Cape May County, New Jersey, is approximately 3-4 miles west of the project site.

NJTA is also proposing to use two other compensatory wetland mitigation sites. The Way proposed mitigation site is a 36-acre property located on Block 132.01, Lots 1, 2 and 3, in Middle Township, Cape May County, immediately adjacent to Holmes Creek. The mitigation proposal for this property includes preservation of approximately 33.79 acres of tidal and freshwater wetlands and forested uplands, the enhancement of approximately 0.79 acre of *Phragmites*-dominated tidal wetlands, and the enhancement of 1.45 acres of hydrologically impaired wetlands (see enclosure E 46 & 47).

The second proposed mitigation site, known as the Old Turtle Thorofare property, is former railroad right of way and is located on a portion of the 16.80 acre parcel composed of Block 7.02 Lot 6 and Block 7.03 Lot 1, in Middle Township, Cape May County, New Jersey. The site consists of fill from a former railroad bed with utility transmission lines maintained by Atlantic City Electric north and south of the property. The mitigation proposal for this property includes wetland restoration, wetland enhancement, and upland enhancement on 3.58 acres (see enclosure E 48 & 49).

PURPOSE: The purpose, as defined by FHWA in their NEPA EA, of the proposed project is to improve overall regional and local traffic and pedestrian safety, reduce congestion, improve the Levels of Service (LOS) at the three crossings of the Parkway and eliminate the unsafe conditions at the uncontrolled access points from the adjacent properties. The project purpose is also to improve safety along this key corridor that experienced three fatal crashes between November, 2004 and April, 2009, with two of them occurring within a five-month period. By addressing the unsafe conditions and improving overall travel safety, travel conditions along the Parkway between Interchanges 9 and 11 will be enhanced.

A preliminary review of this application indicates that the proposed work would not affect listed species or their critical habitat pursuant to Section 7 of the Endangered Species Act (ESA) as amended. FHWA has coordinated with both U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) regarding ESA. The species of plants and animals indicated on the USFWS web site for this area are not present based upon site specific survey (Swamp Pink) or by consideration of habitat. NMFS stated in correspondence dated March 8, 2012 that no endangered or threatened species under the jurisdiction of NMFS are known to occur in the project area pursuant to the Endangered Species Act. While this office concurs with the findings of FHWA regarding ESA, as the evaluation of this application continues, additional information may become available which could modify this preliminary determination.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions or proposed actions, that are either permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). Based upon NMFS comments on FHWA's EA and a review of the "Guide to Essential Fish Habitat Designations in the Northeastern United States," issued by the National Oceanic and Atmospheric Administration/National Marine Fisheries Service, the project would adversely effect EFH species and their life stages. Additionally, also as a result of coordination of the EA with NMFS, the adverse effect would not be substantial and the best management practices incorporated during construction (e.g., use of erosion and sedimentation controls) coupled with habitat created as a result of compensatory wetland mitigation would be suitable conservation measures.

The Section 106 process was initiated by the NJDOT on behalf of the FHWA on July of 2008. Several cultural resources investigations were conducted and comments on the conclusions and recommendations were solicited from three historic preservation organizations, five tribal organizations and interested parties. The project would result in an adverse affect to the Garden State Parkway Historic District (GSPHD), which was determined to be eligible for listing in the National Register (SHPO Opinion 10/20/01) and four National Register eligible archeological sites. NJDOT subsequently worked with the NJTA, NJHPO, FHWA NJ Division Office, USACE Philadelphia District, the Delaware Nation of Oklahoma, and the Delaware Tribe of Indians to develop and execute a Memorandum of Agreement (MOA) stipulating appropriate measures to mitigate the adverse effects of the undertaking. The MOA also addresses project related activities including the use of borrow pits, construction staging areas and/or access roads not previously selected or assessed during the initial project scoping phase.

The decision whether to issue a permit will be based on an evaluation of the activity's probable impact including its cumulative impacts on the public interest. The decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs and welfare of the people. A Department of the Army permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act.

Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Comments on the proposed work should be submitted, in writing, within 30 days to the District Engineer, U.S. Army Corps of Engineers, Philadelphia District, Wanamaker Building, 100 Penn Square East, Philadelphia, Pennsylvania 19107-3390.

In accordance with Section 307(c) of the Coastal Zone Management Act of 1972, applicants for Federal Licenses or Permits to conduct an activity affecting land or water uses in a State's coastal zone must provide certification that the activity complies with the State's Coastal Zone Management Program. The applicant has stated that the proposed activity complies with and will be conducted in a manner that is consistent with the approved State Coastal Zone Management (CZM) Program. No permit will be issued until the State has concurred with the applicant's certification or has waived its right to do so. Comments concerning the impact of the proposed and/or existing activity on the State's coastal zone should be sent to this office, with a copy to the State's Office of Coastal Zone Management.

In accordance with Section 401 of the Clean Water Act, a Water Quality Certificate is necessary from the State government in which the work is located. Any comments concerning the work described above which relate to Water Quality considerations should be sent to this office with a copy to the State.

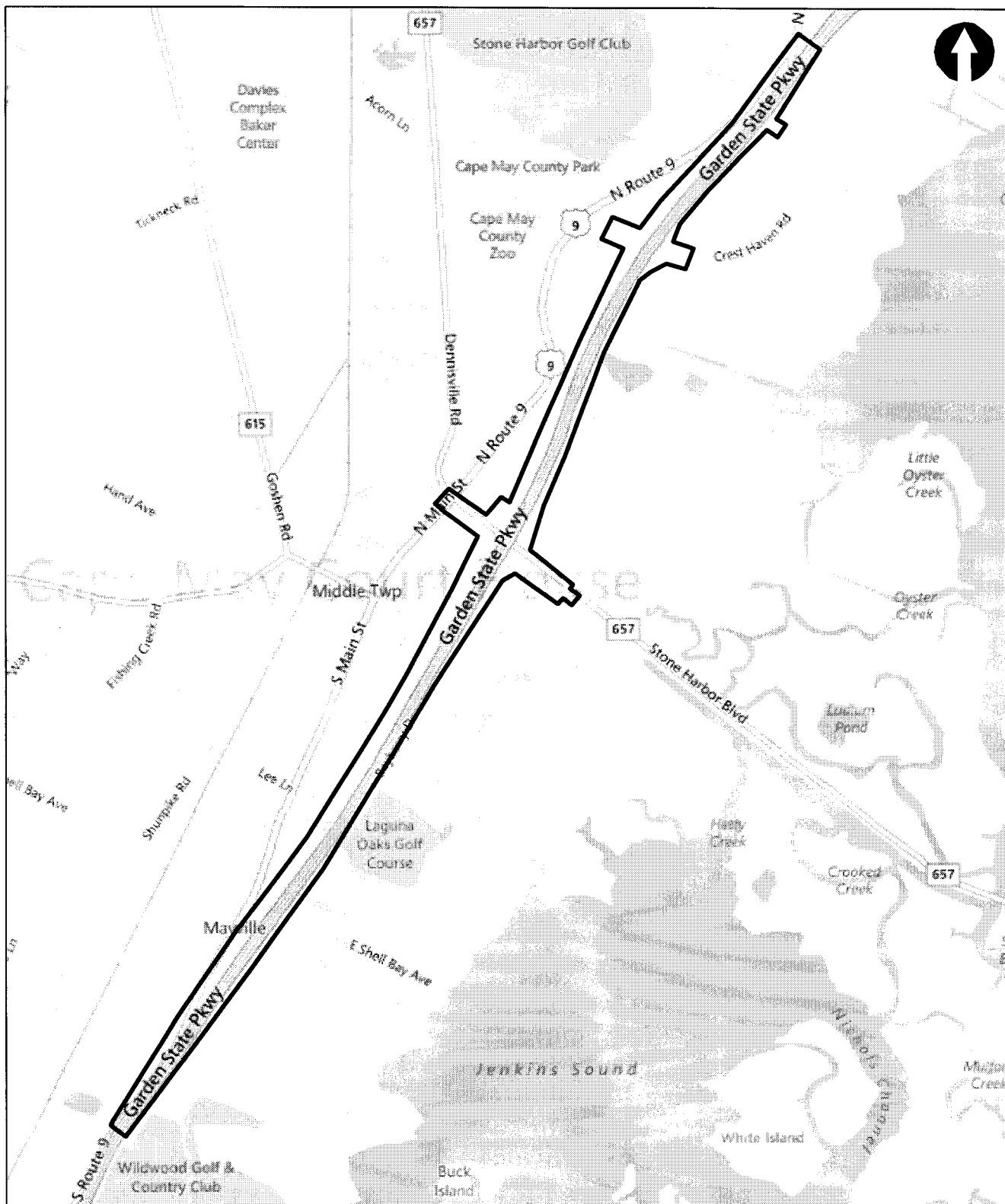
The evaluation of the impact of the work described above on the public interest will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act.

Any person may request, in writing, to the District Engineer, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for a public hearing shall state in writing, with particularity, the reasons for holding a public hearing.

Additional information concerning this permit application may be obtained by calling Michael Hayduk at (215) 656-5822, via email at michael.h.hayduk@usace.army.mil, or writing this office at the above address.



Frank J. Cianfrani
Chief, Regulatory Branch



Legend

Project Area

0 1,250 2,500 5,000
Feet

New Jersey Turnpike Authority

Garden State Parkway
Interchanges 9, 10 and 11 Improvements
Local Road Map

Location: Cape May County, NJ

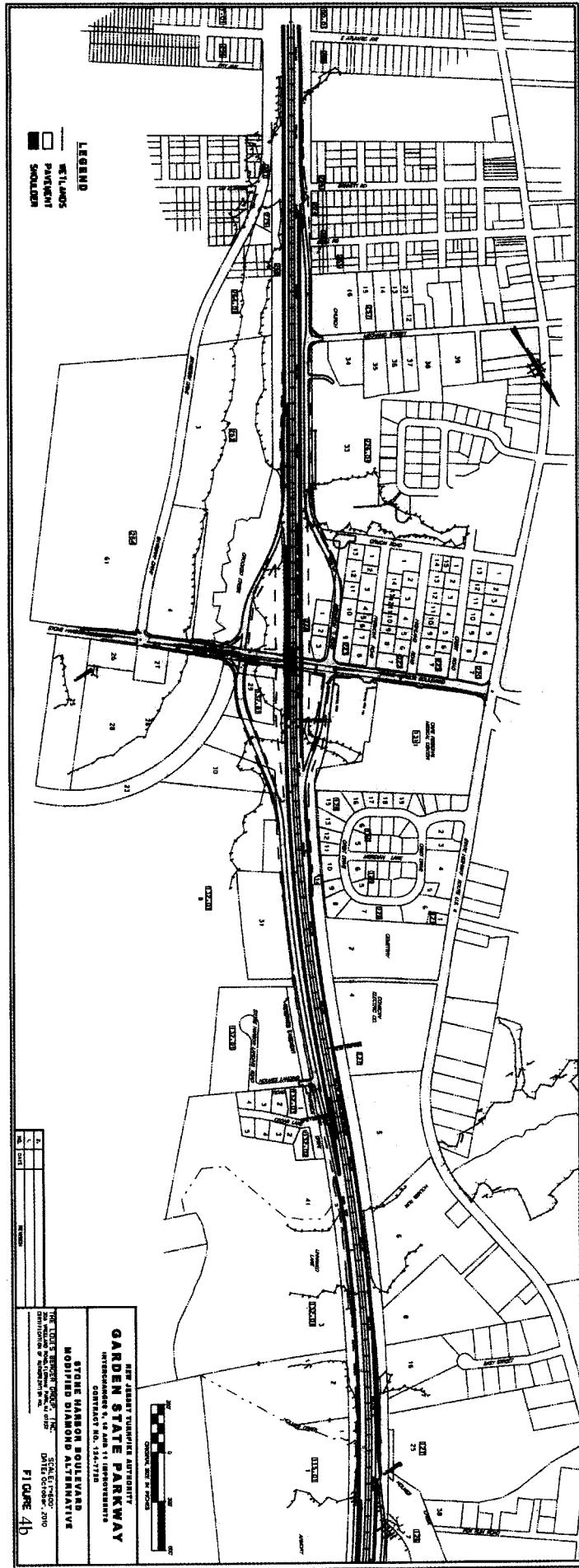
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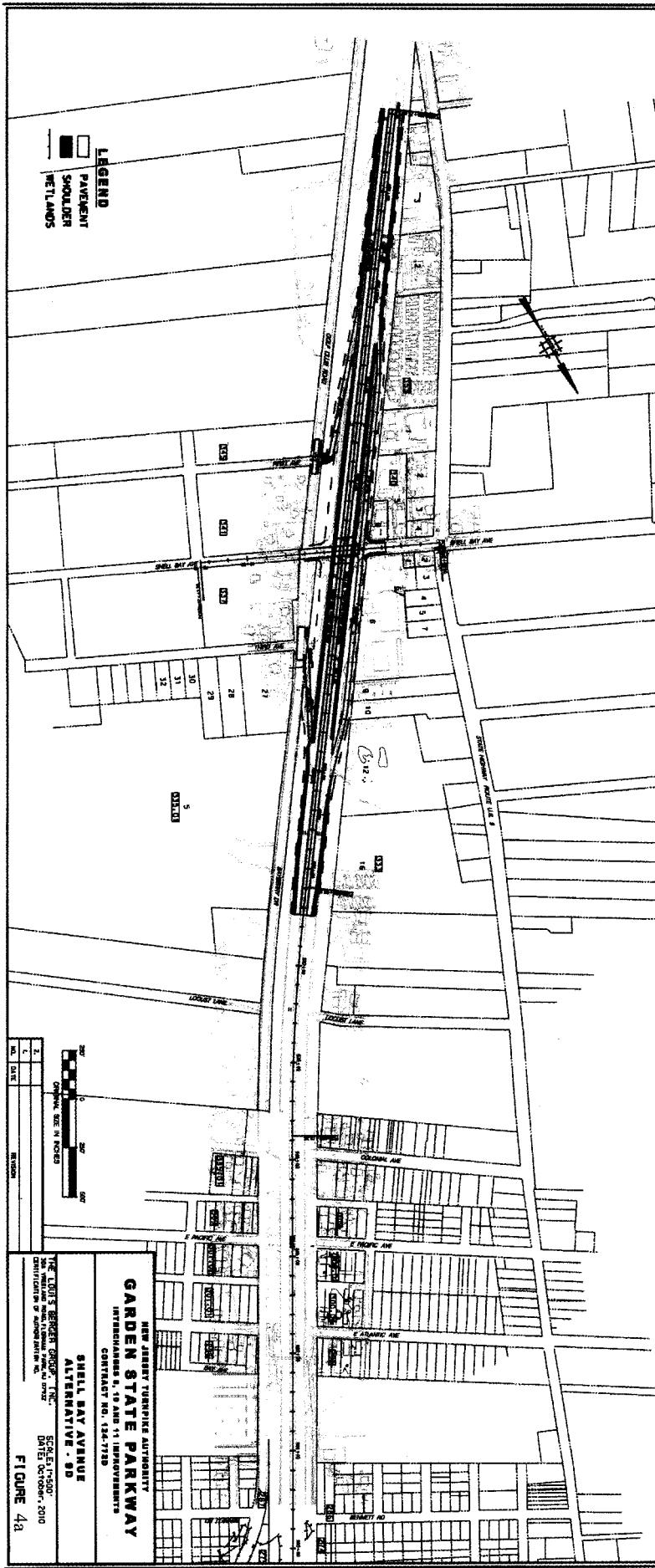
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412 Mt Kemble Ave
Morristown NJ 07932

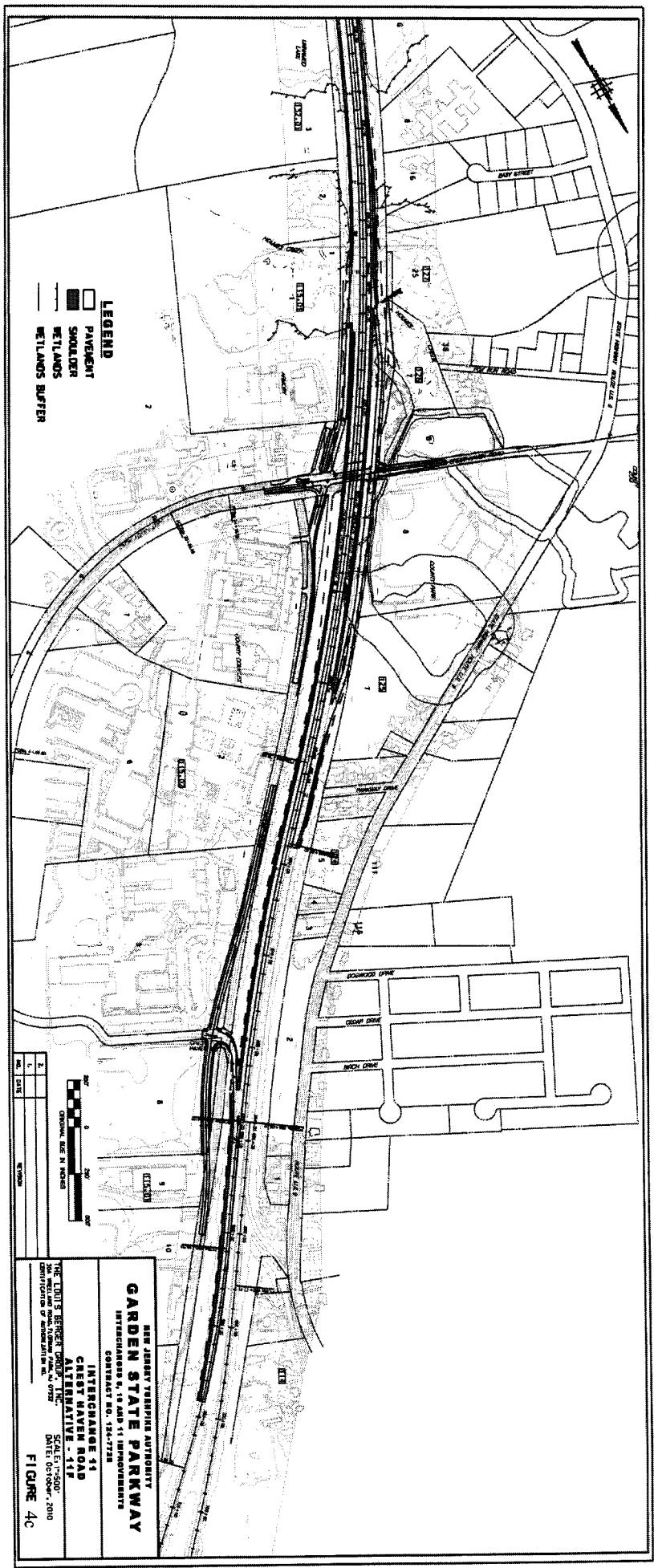
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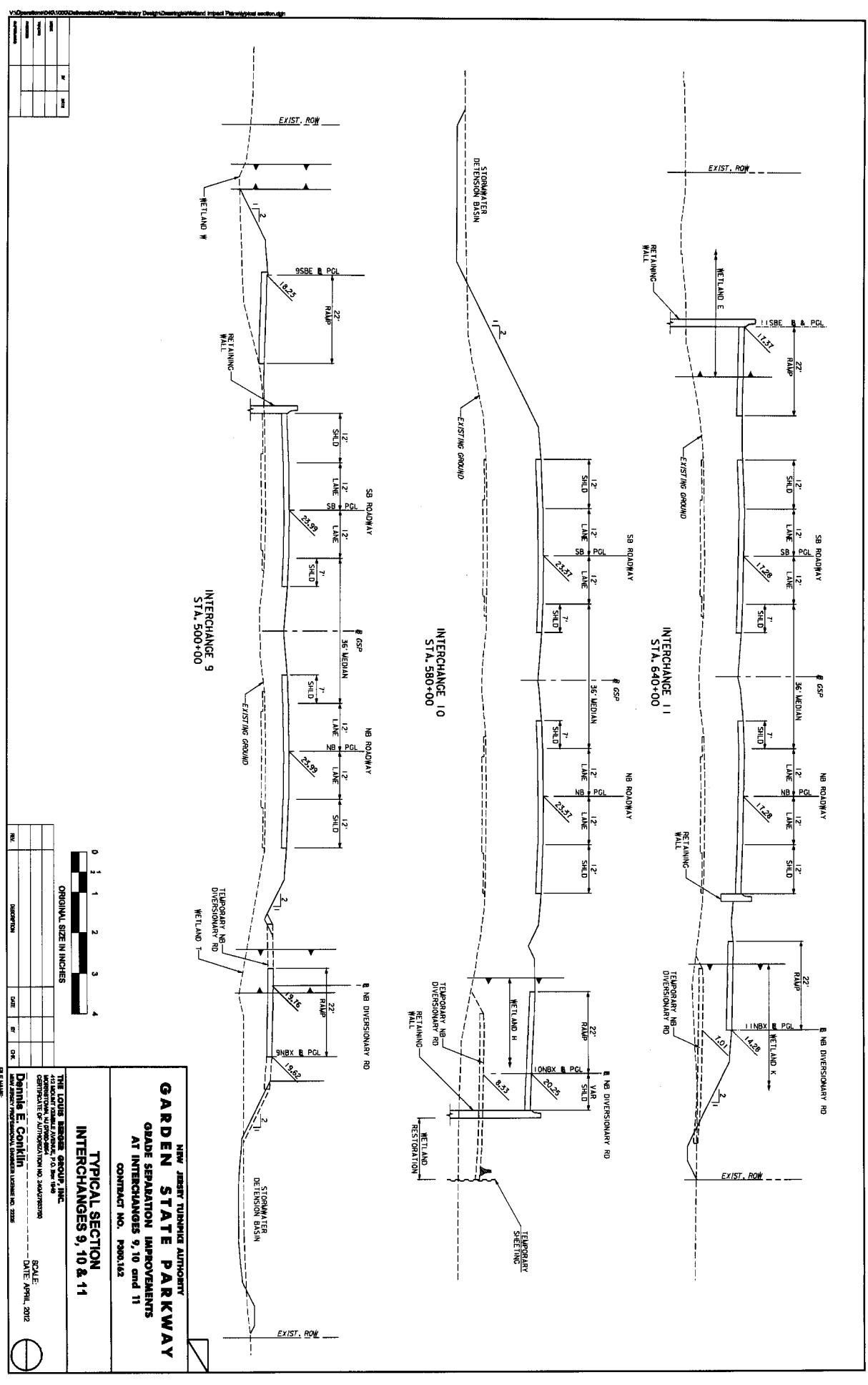
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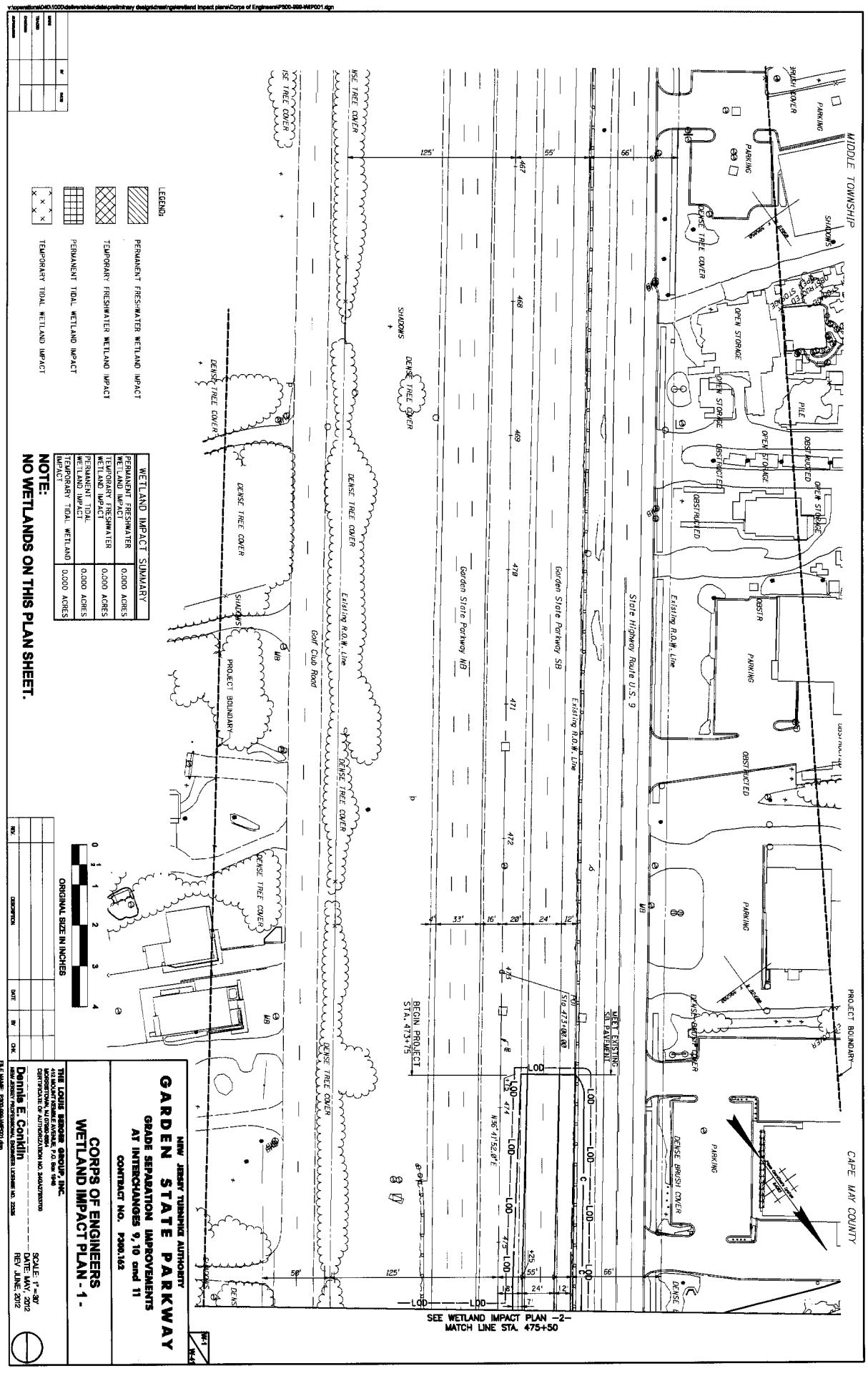
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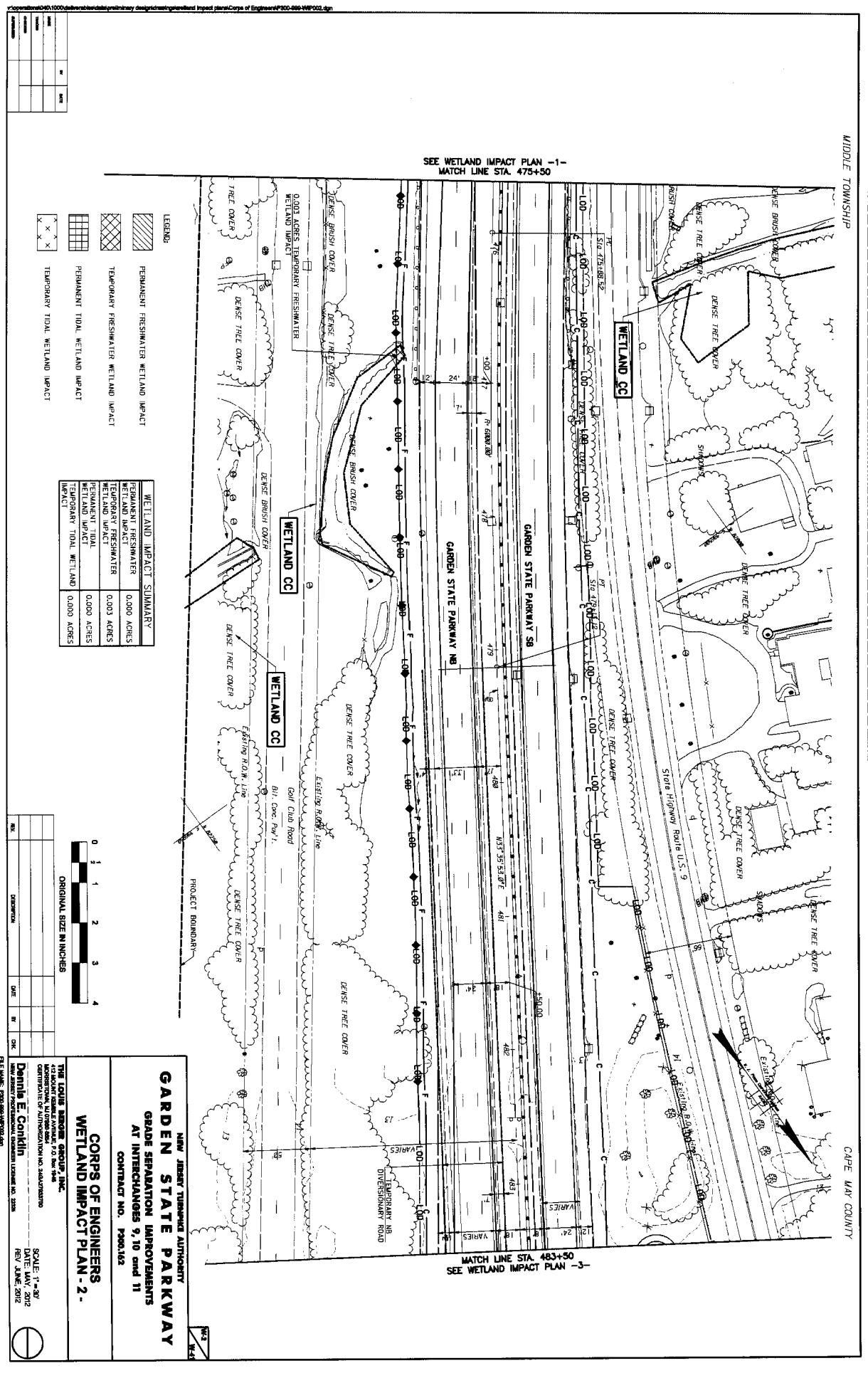




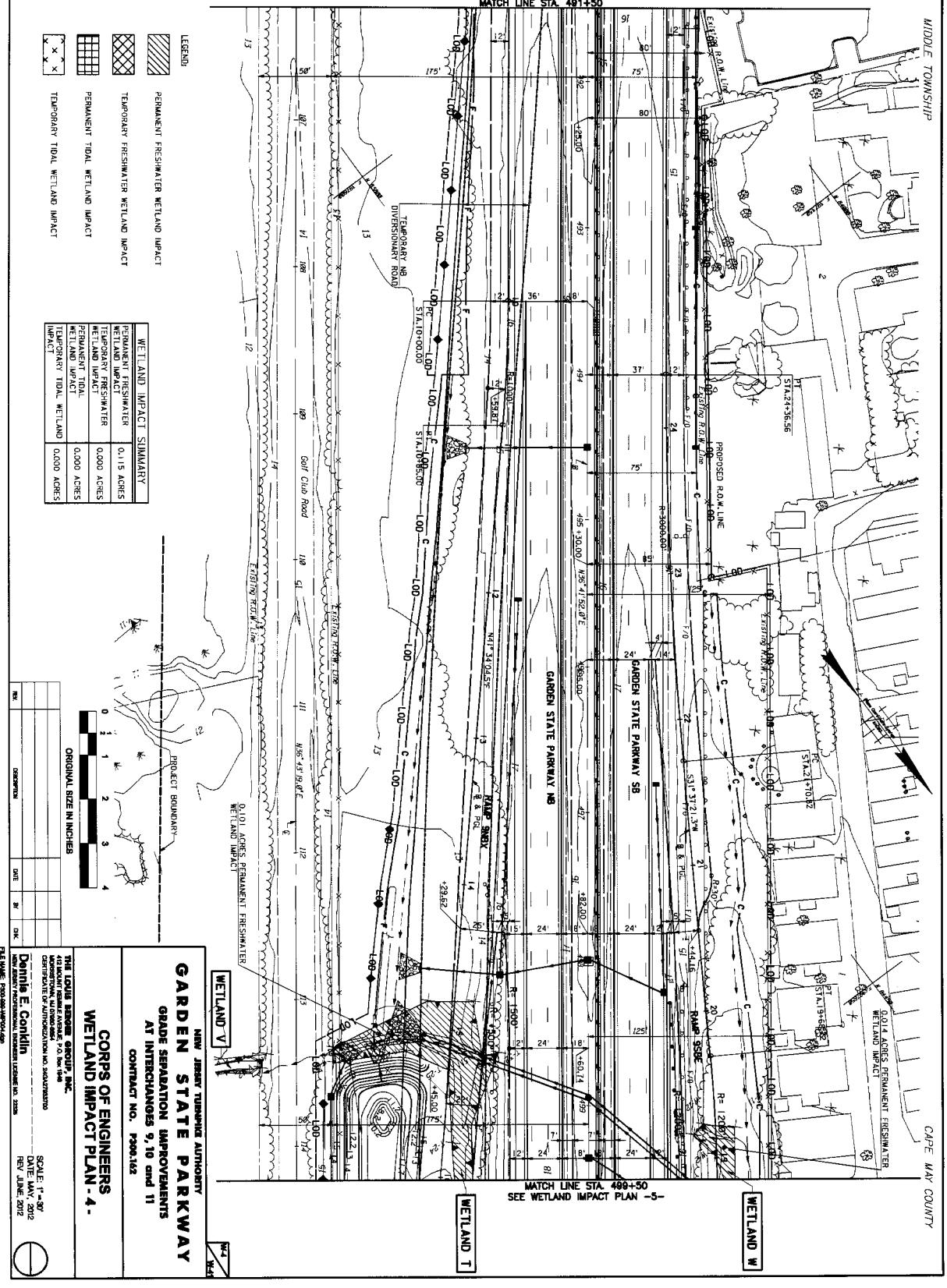


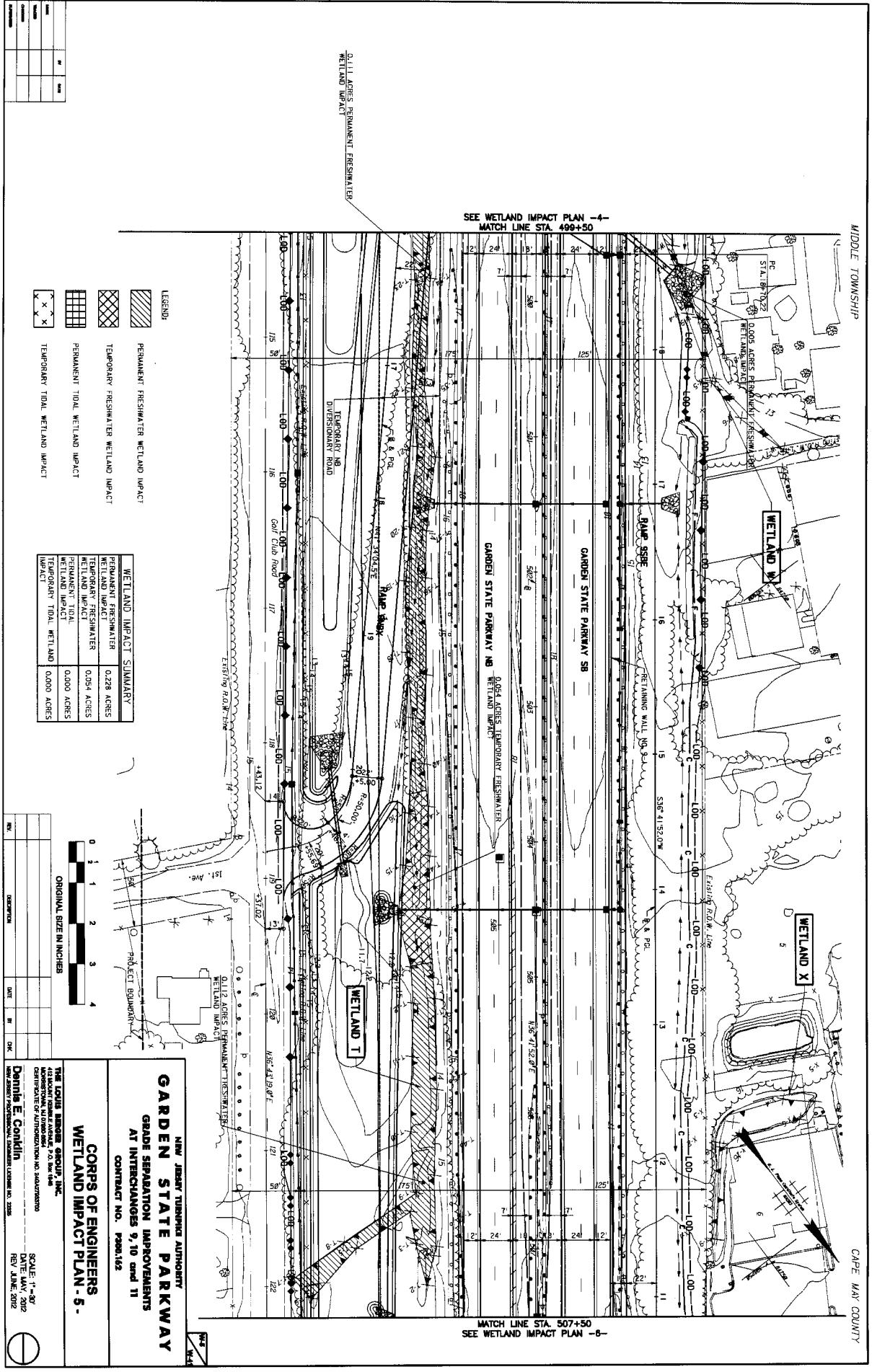






SEE WETLAND IMPACT PLAN -3-
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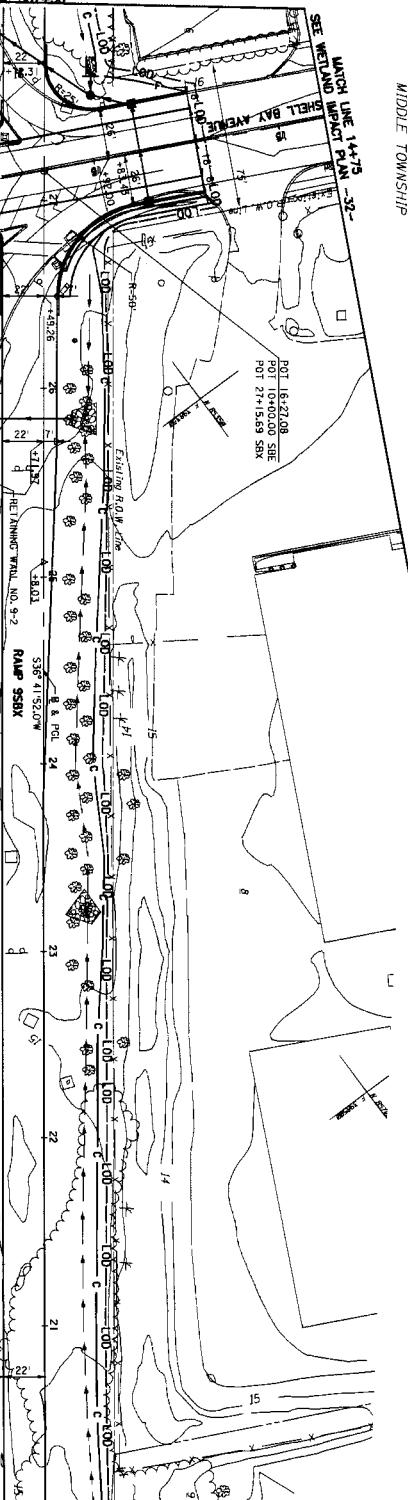




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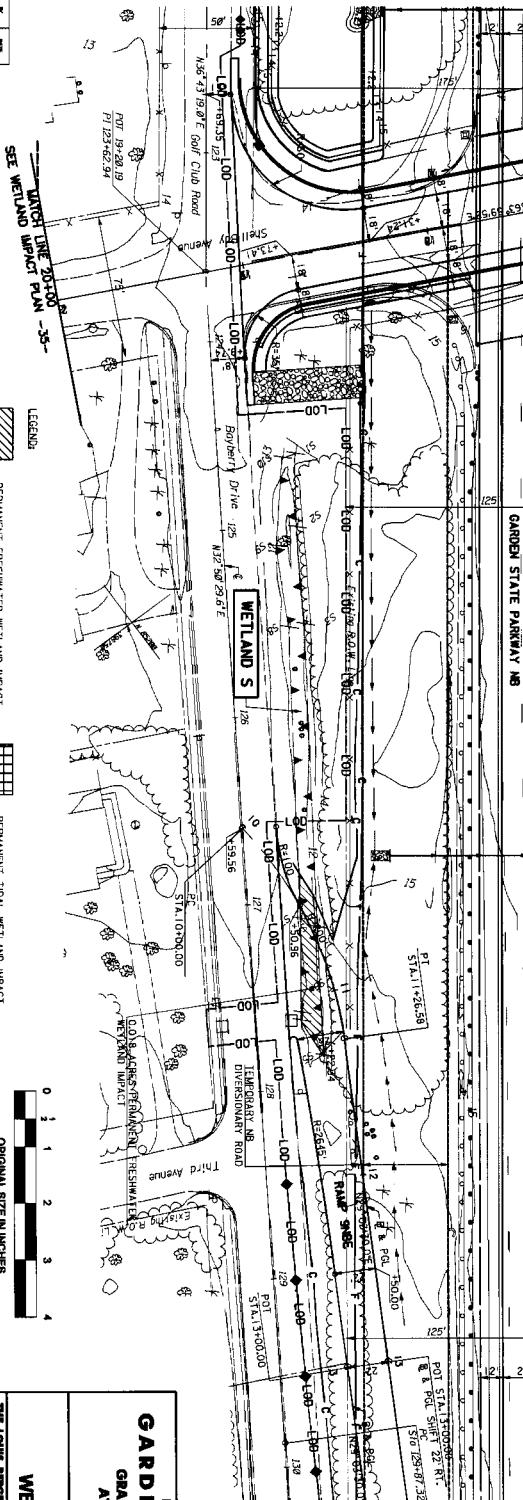
CAPE MAY COUNTY

SEE WETLAND IMPACT PLAN -5-
MATCH LINE STA. 507+50



MATCH LINE STA. 515+50
SEE WETLAND IMPACT PLAN -7-

WETLAND IMPACT SUMMARY	
PERMANENT FREEWATER	0.018 ACRES
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SEE WETLAND IMPACT PLAN -7-

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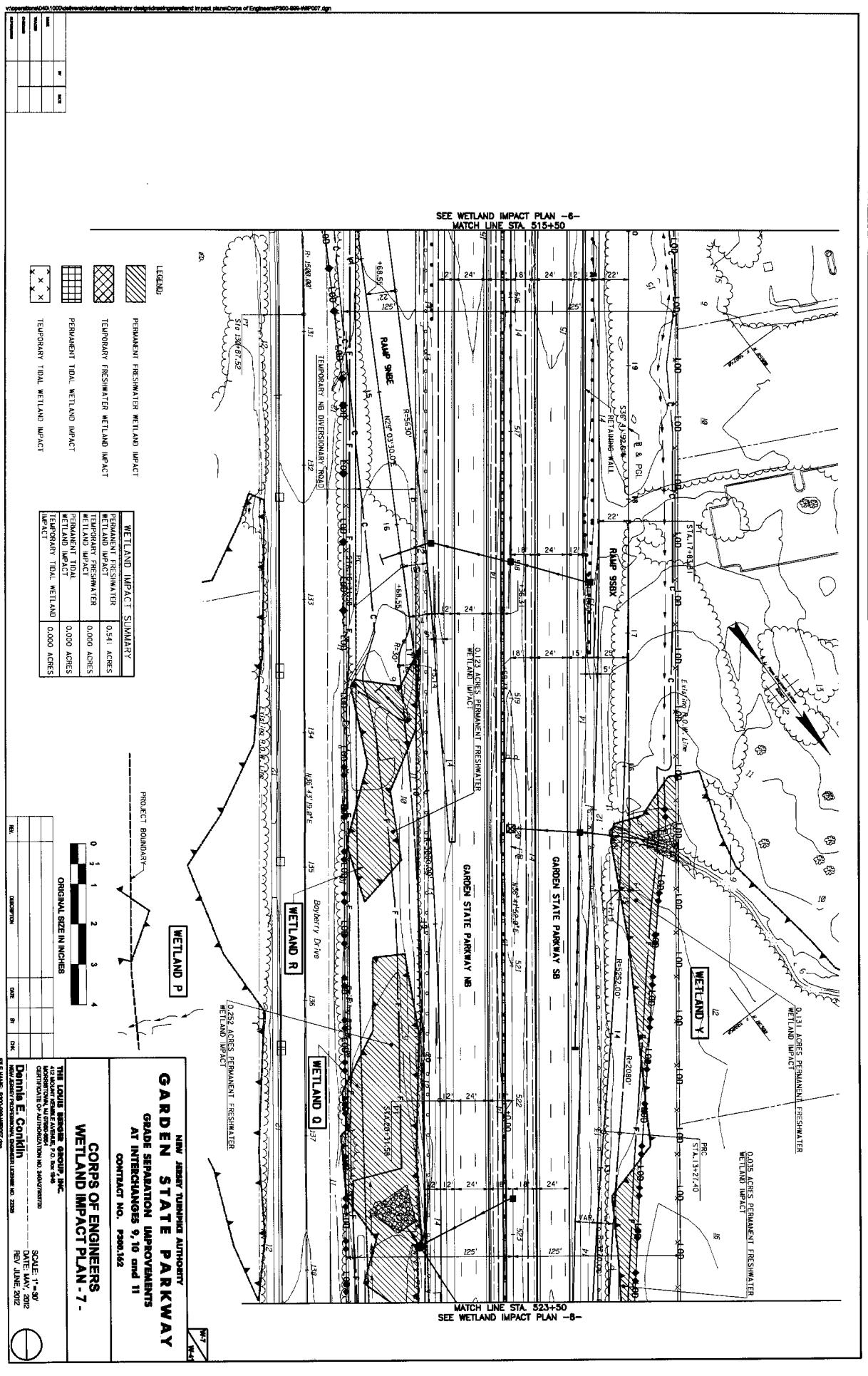
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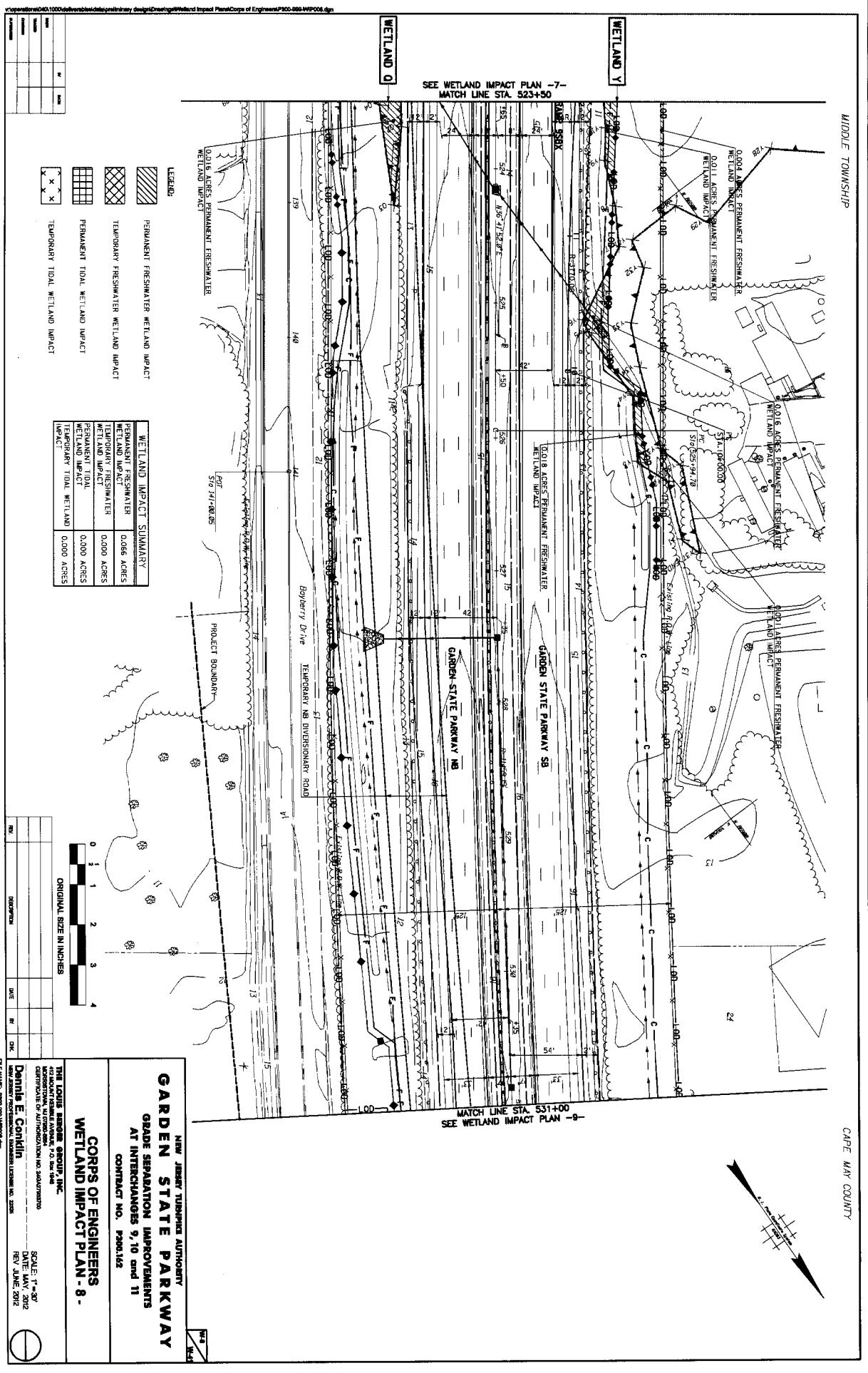
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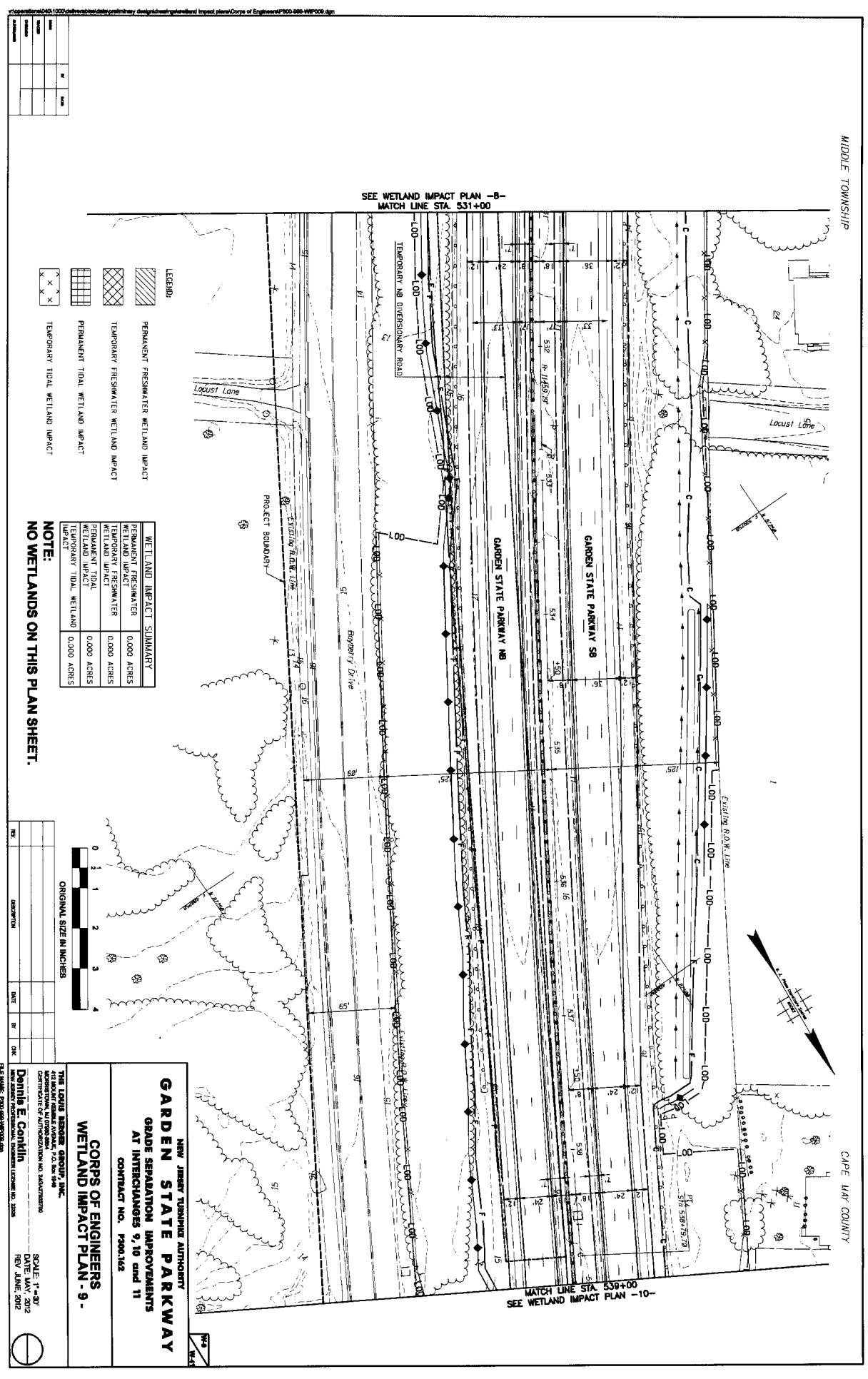




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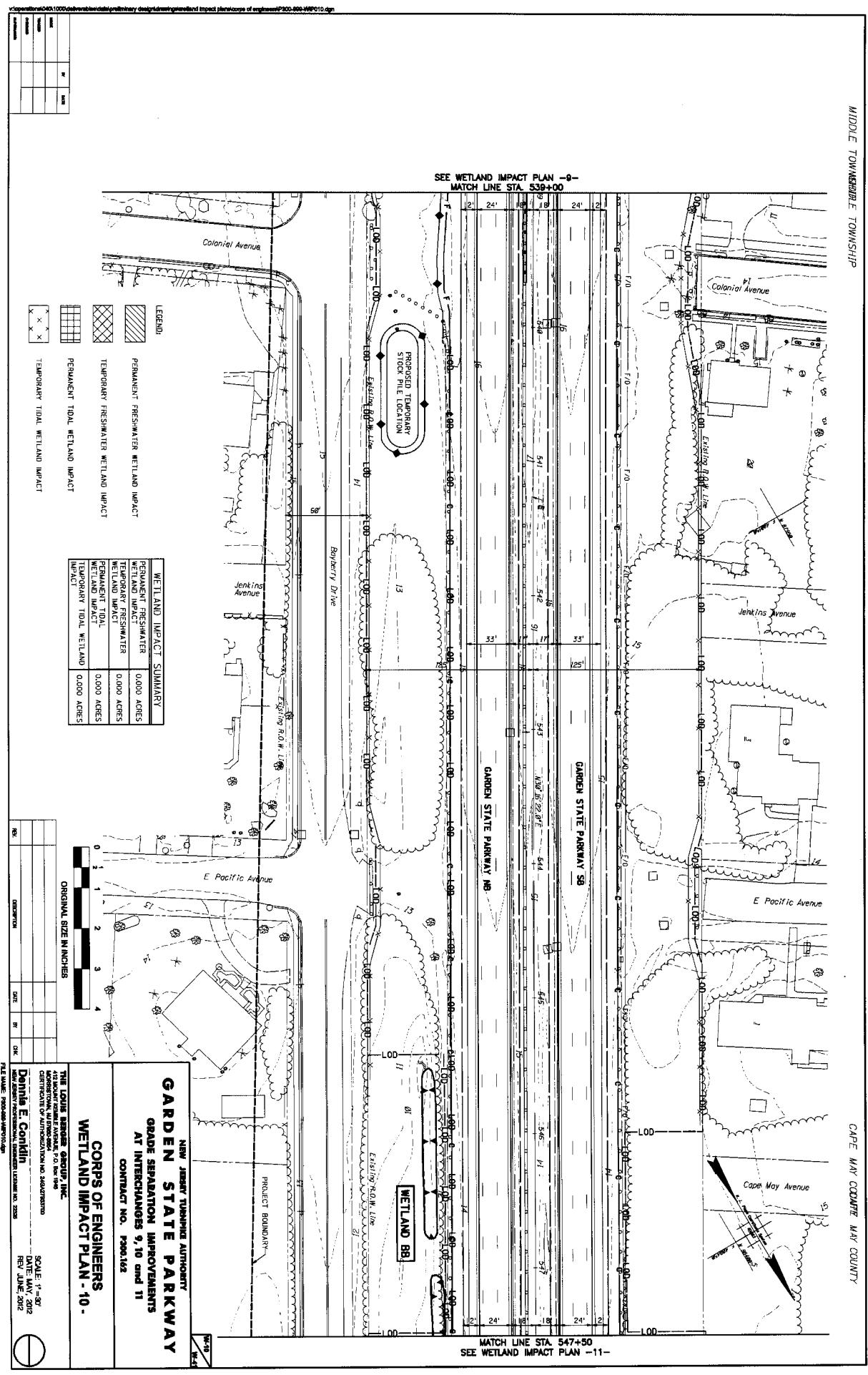
CAPE MAY COUNTY

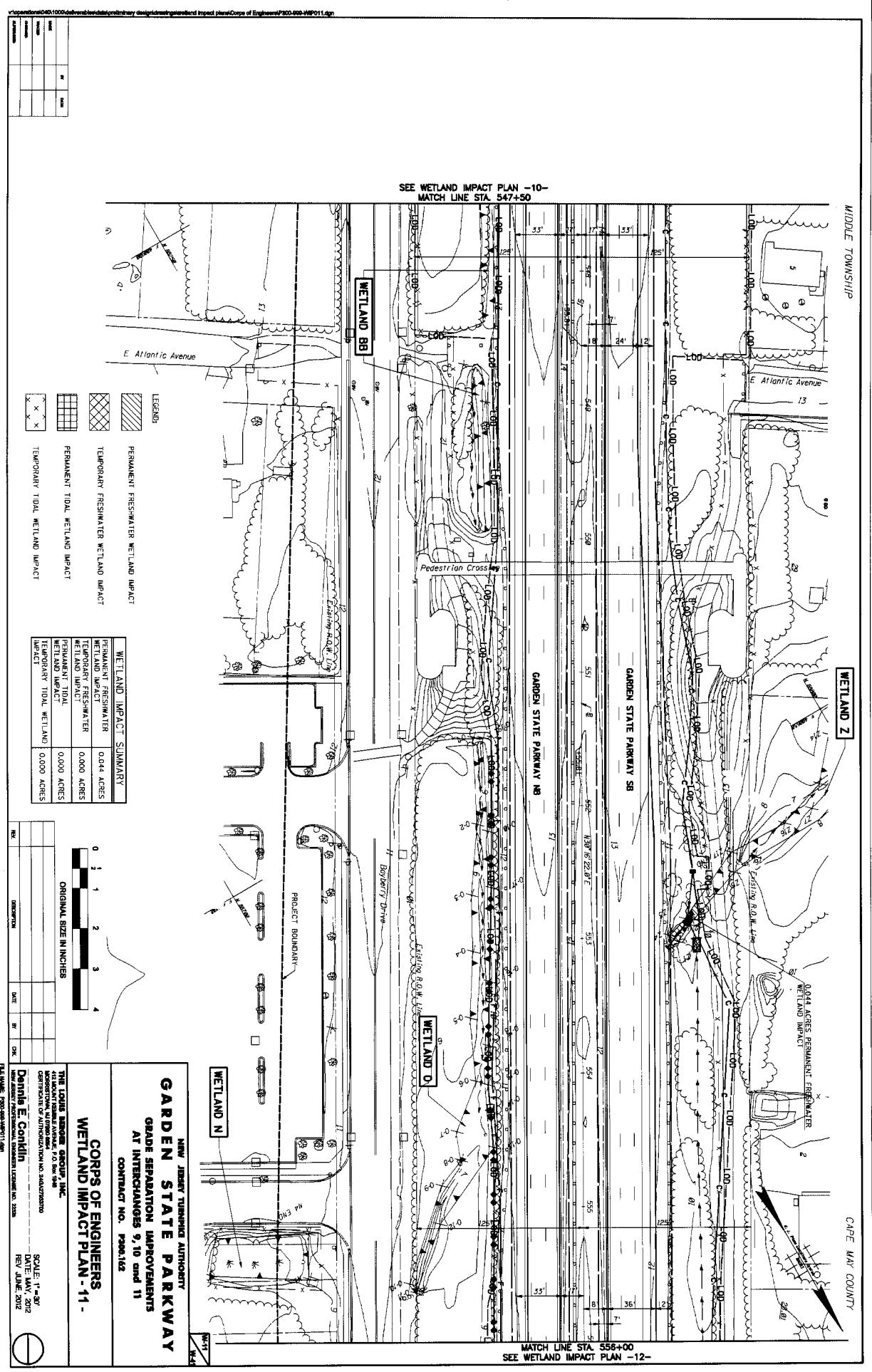
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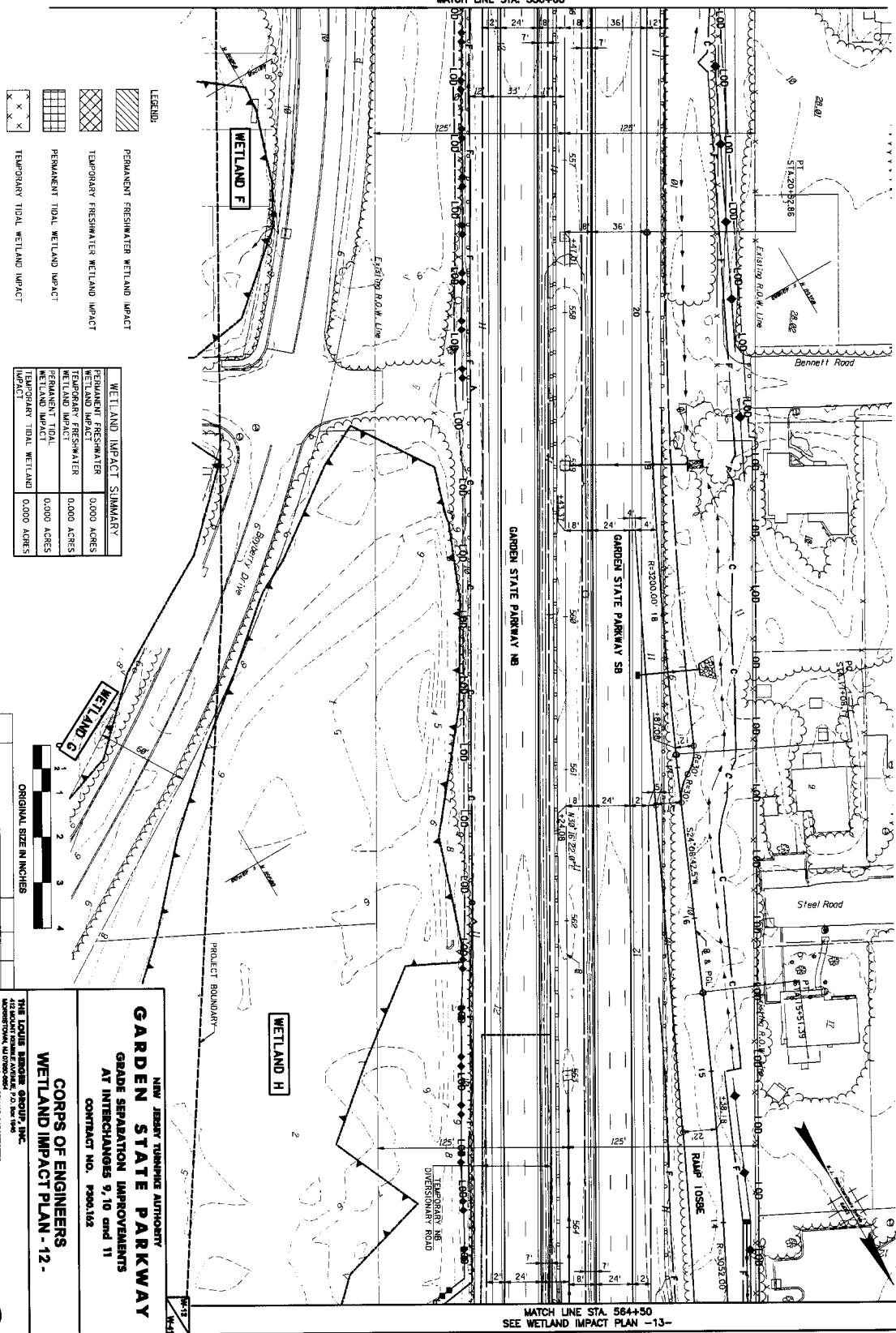
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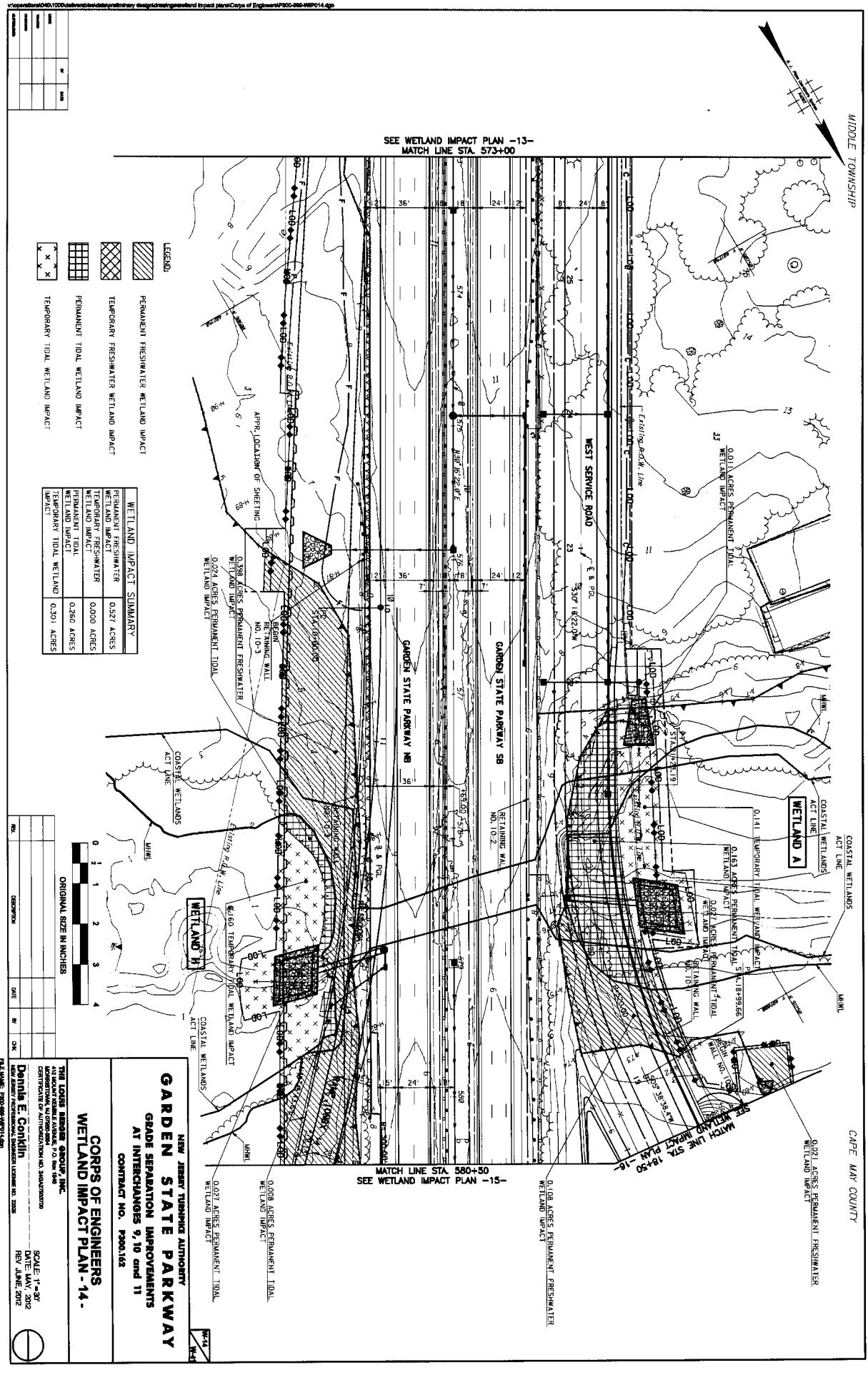
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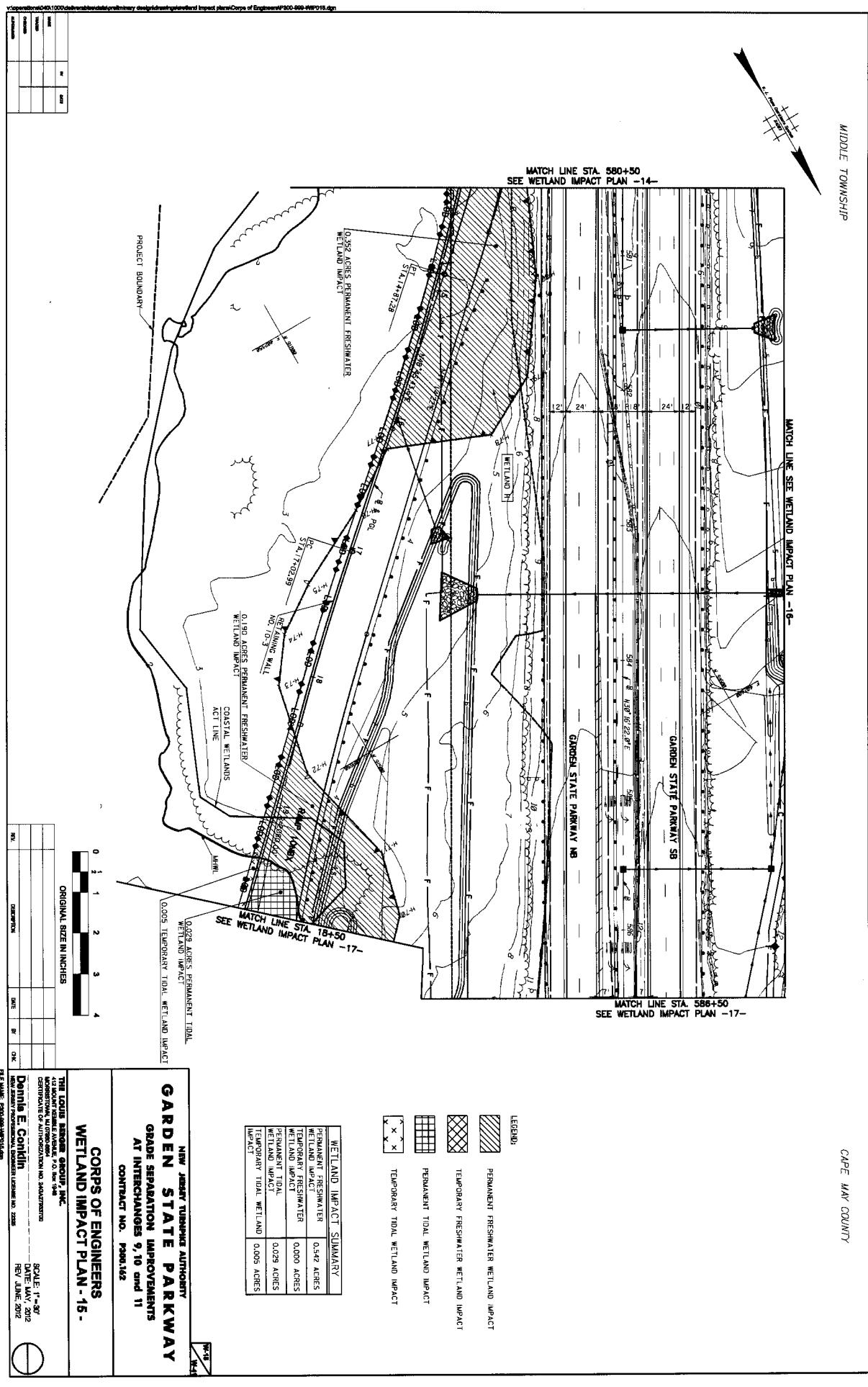
SEE WETLAND IMPACT PLAN -11-
MATCH LINE STA. 556+00



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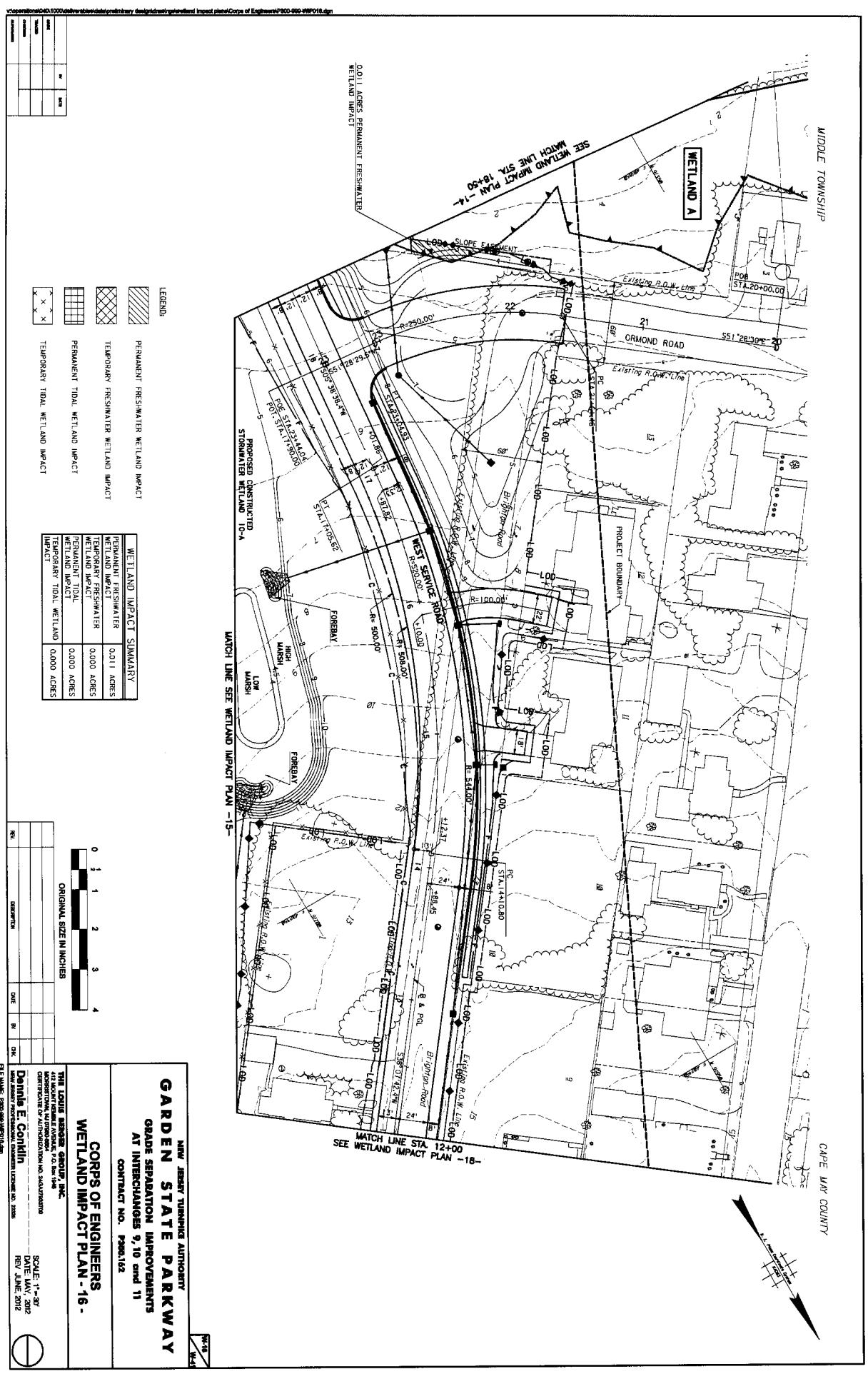




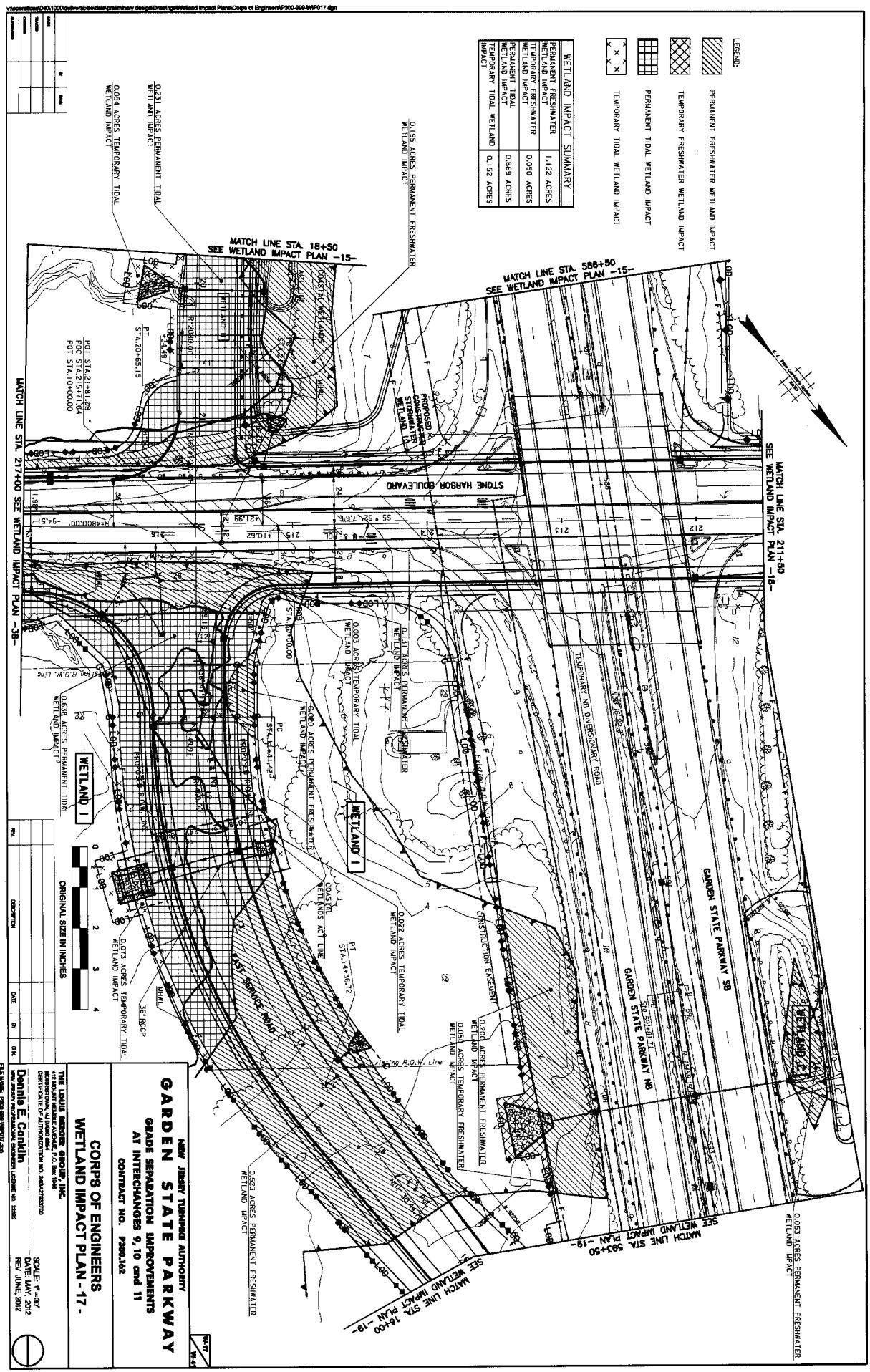
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CAPE MAY COUNTY

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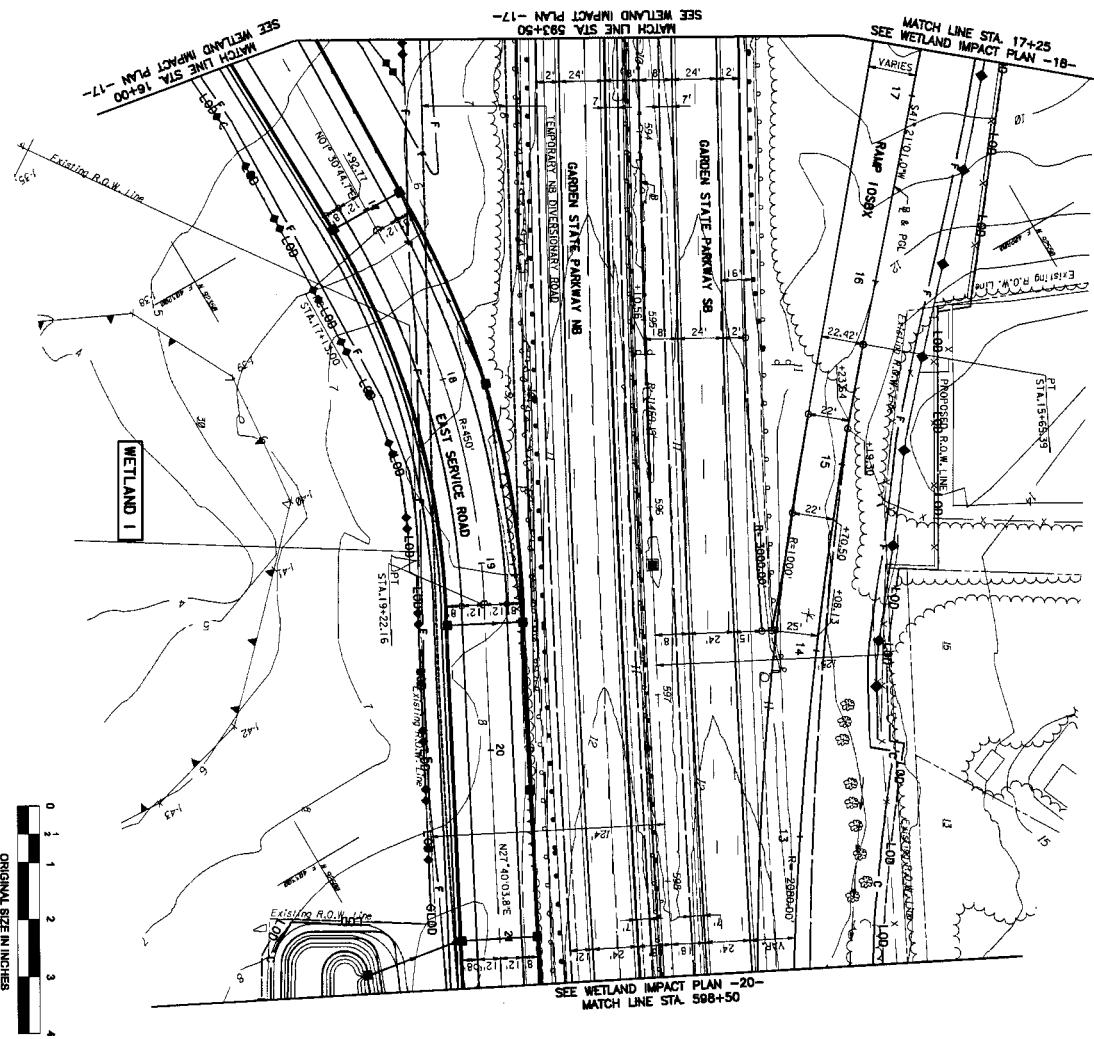


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CAPE MAY COUNTY

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GARDEN STATE PARKWAY
NEW JERSEY TURNpike AUTHORITY
GRADE SEPARATION IMPROVEMENTS
AT INTERCHANGES 9, 10 and 11
CONTRACT NO. P-900162

R D E N S T A T E P A R K W V

NEW JERSEY TURNPIKE AUTHORITY

GRADE SEPARATION IMPROVEMENTS

AT INTERCHANGES 9, 10 and 11

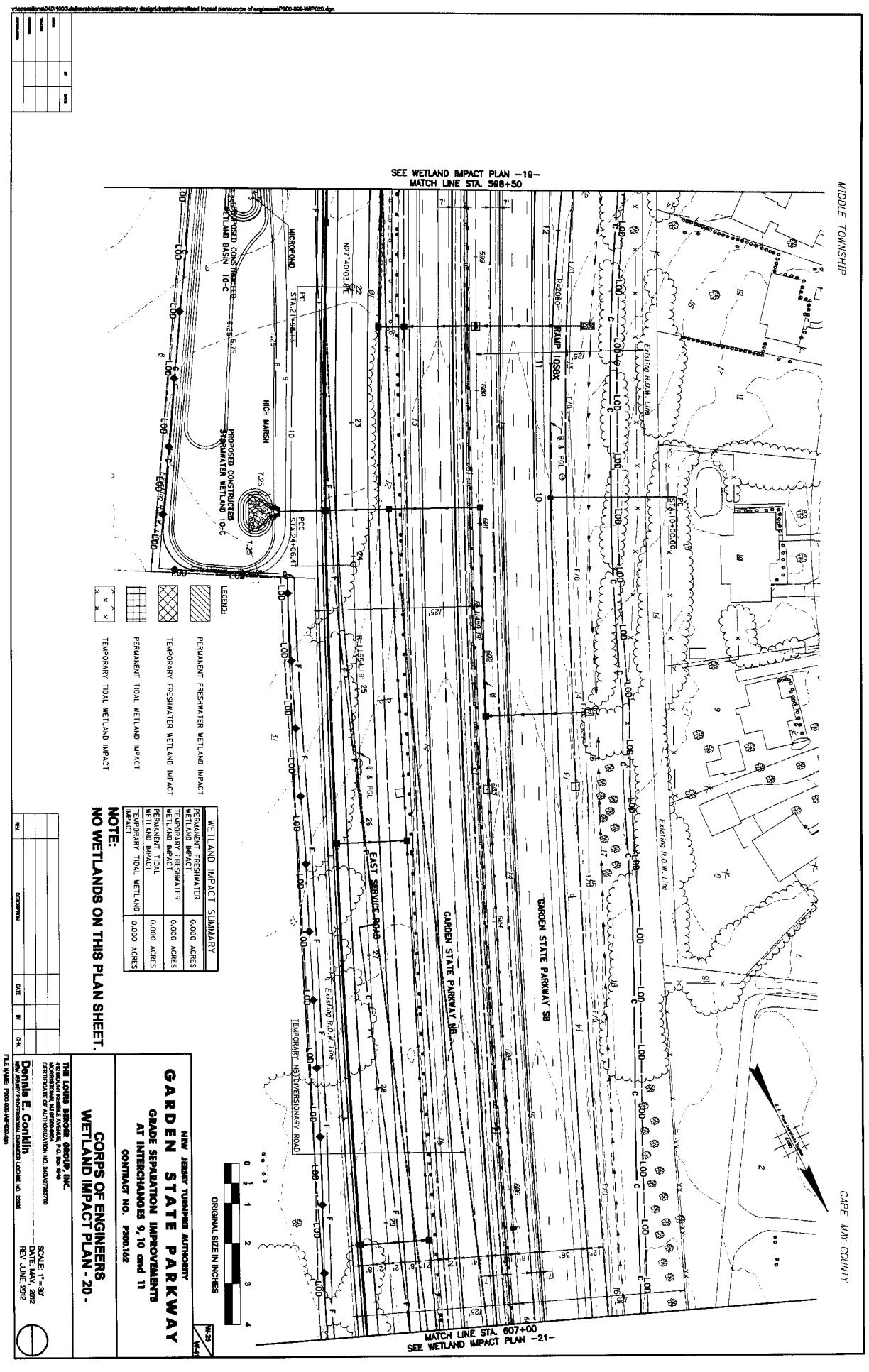
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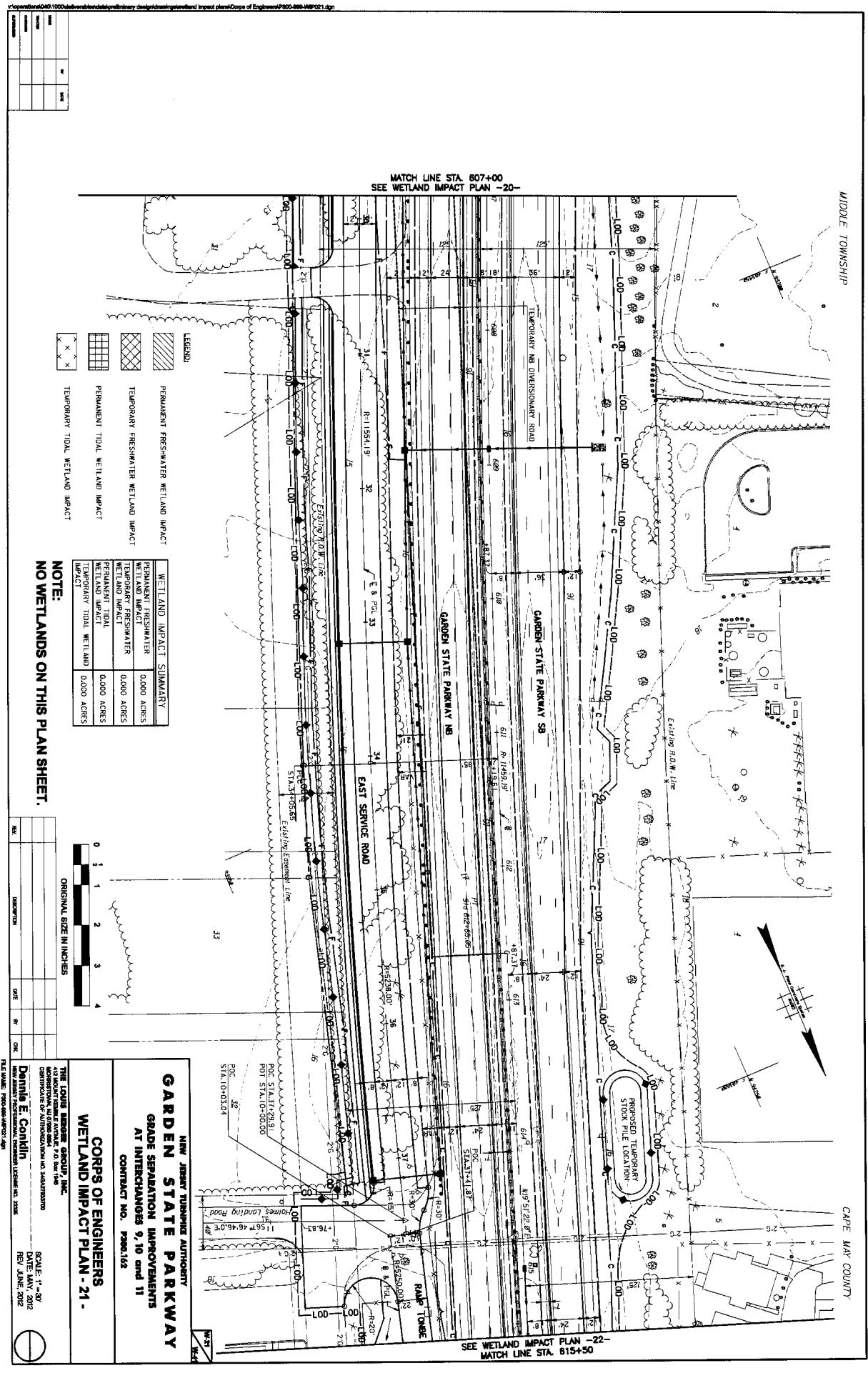
WETLAND IMPACT PLAN - 19 -

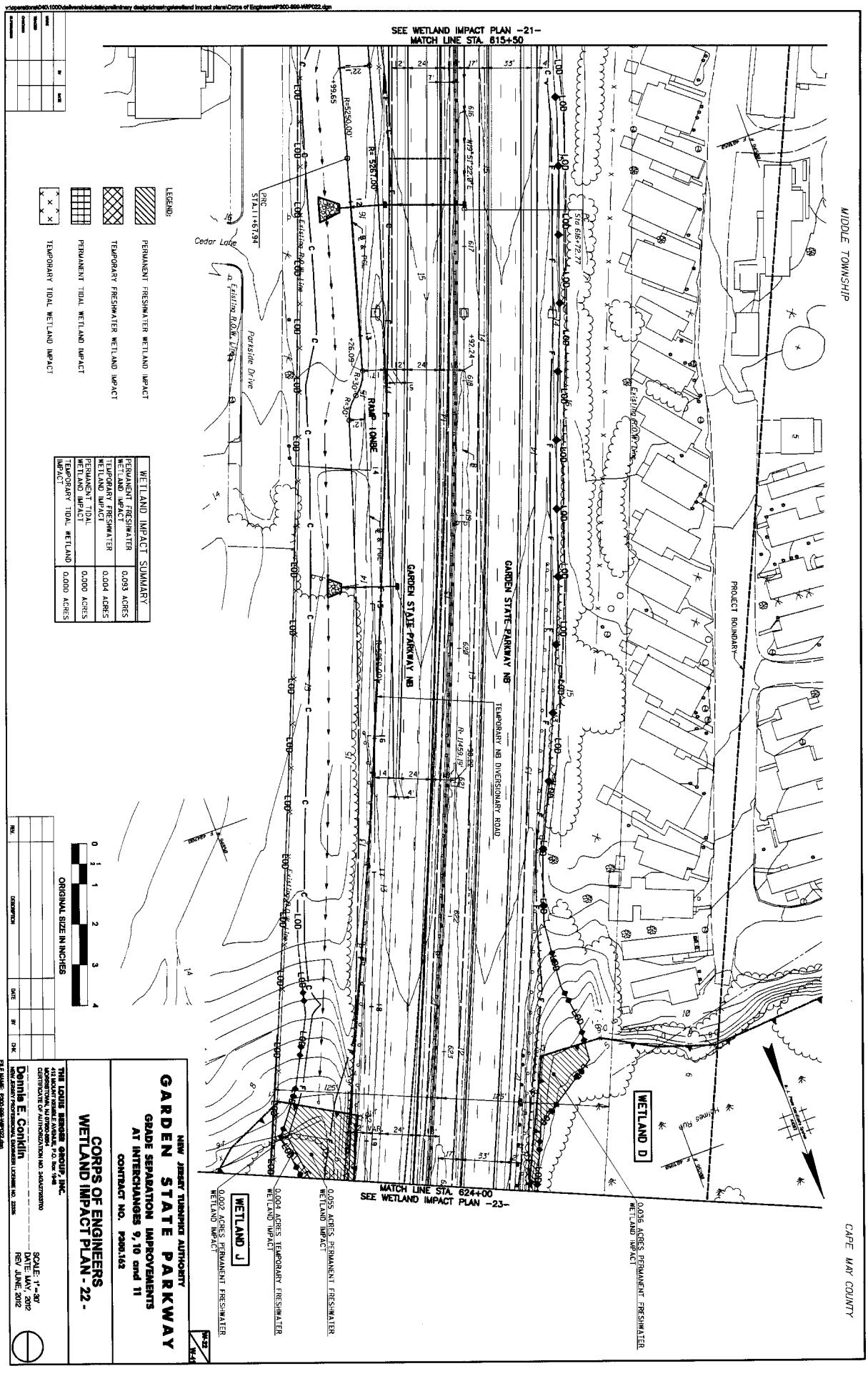
WETLAND IMPACT SUMMARY	
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PERMANENT TIDAL WETLAND IMPACT	0.000 ACRES
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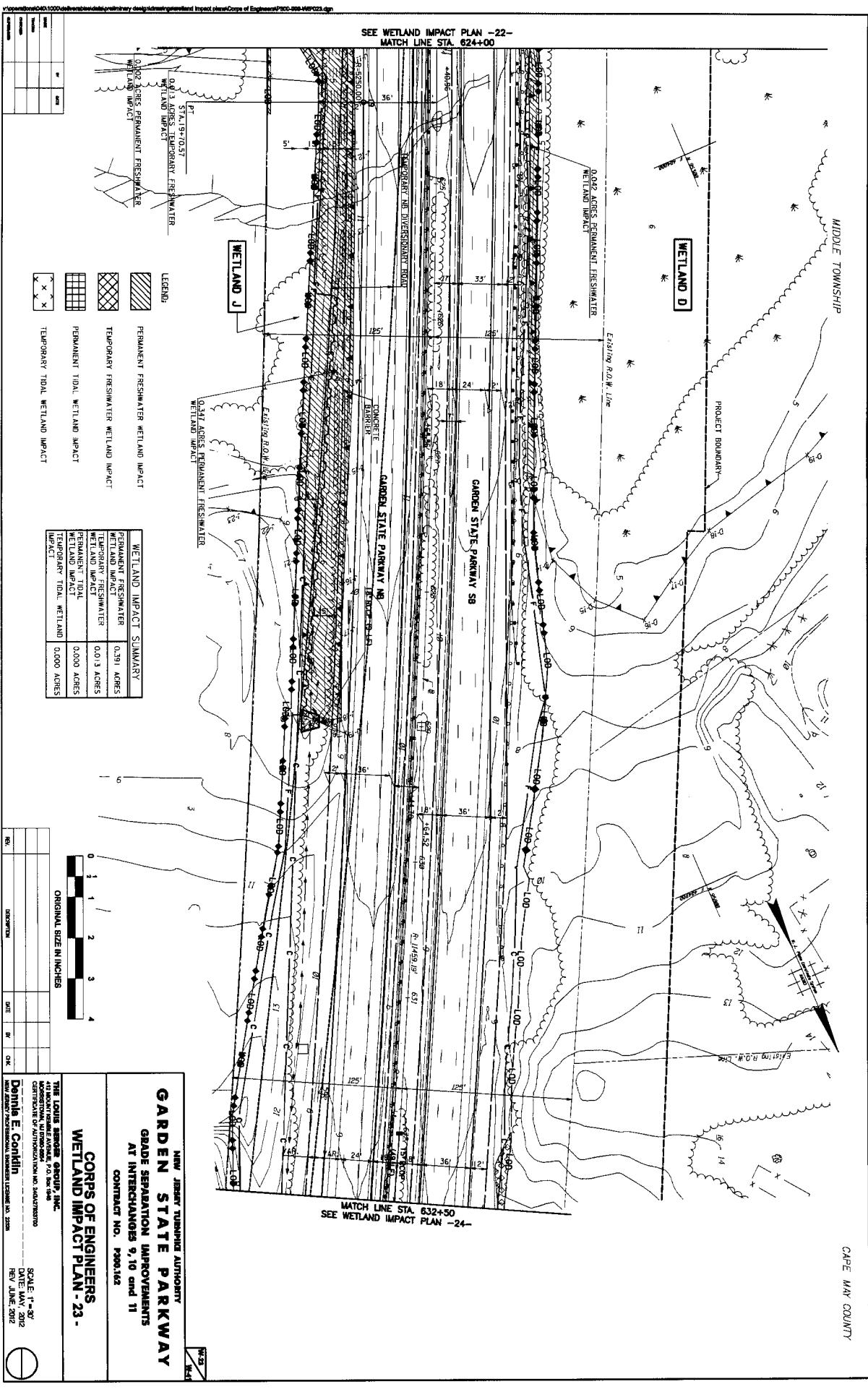
LEGEND

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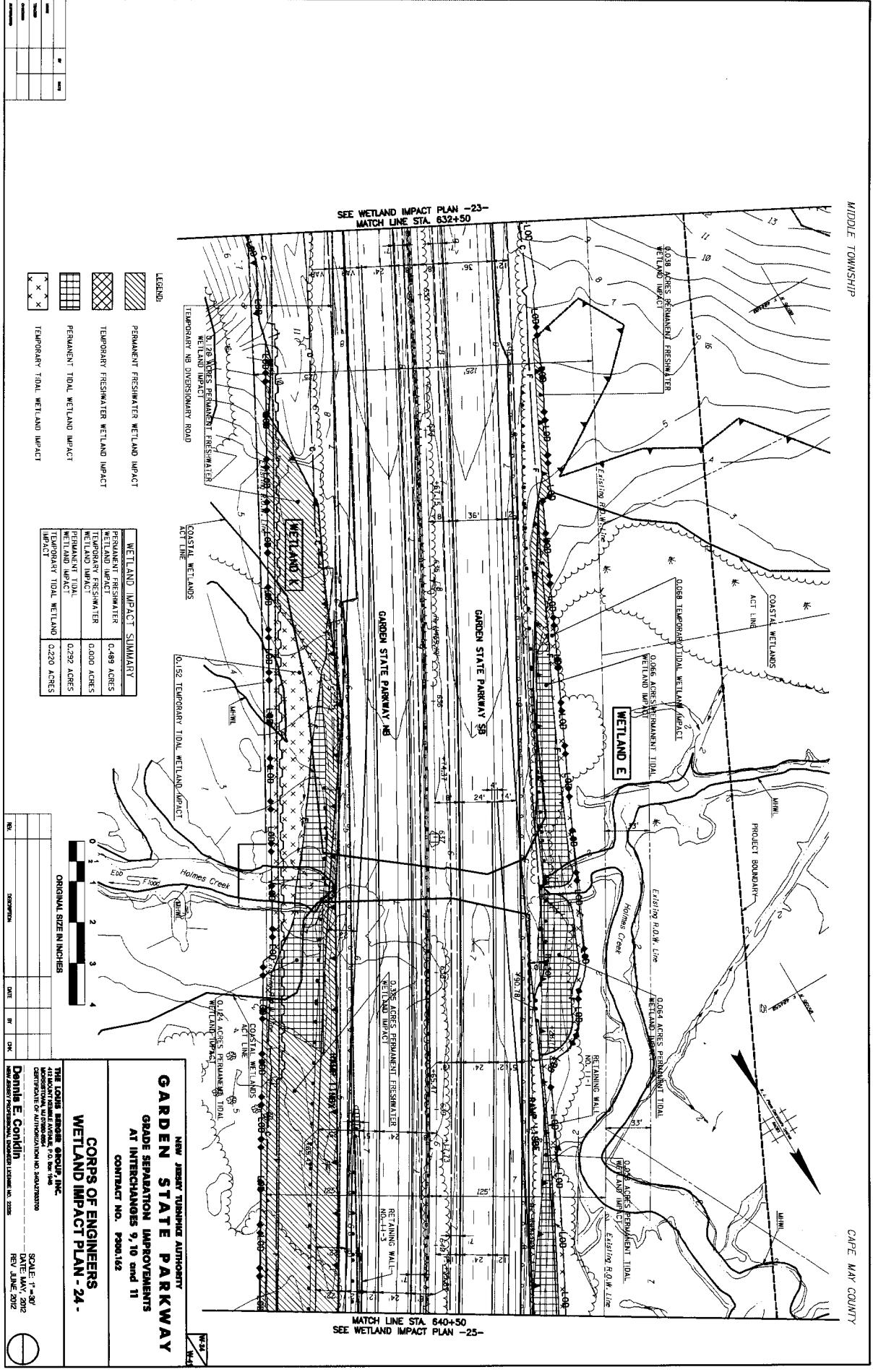


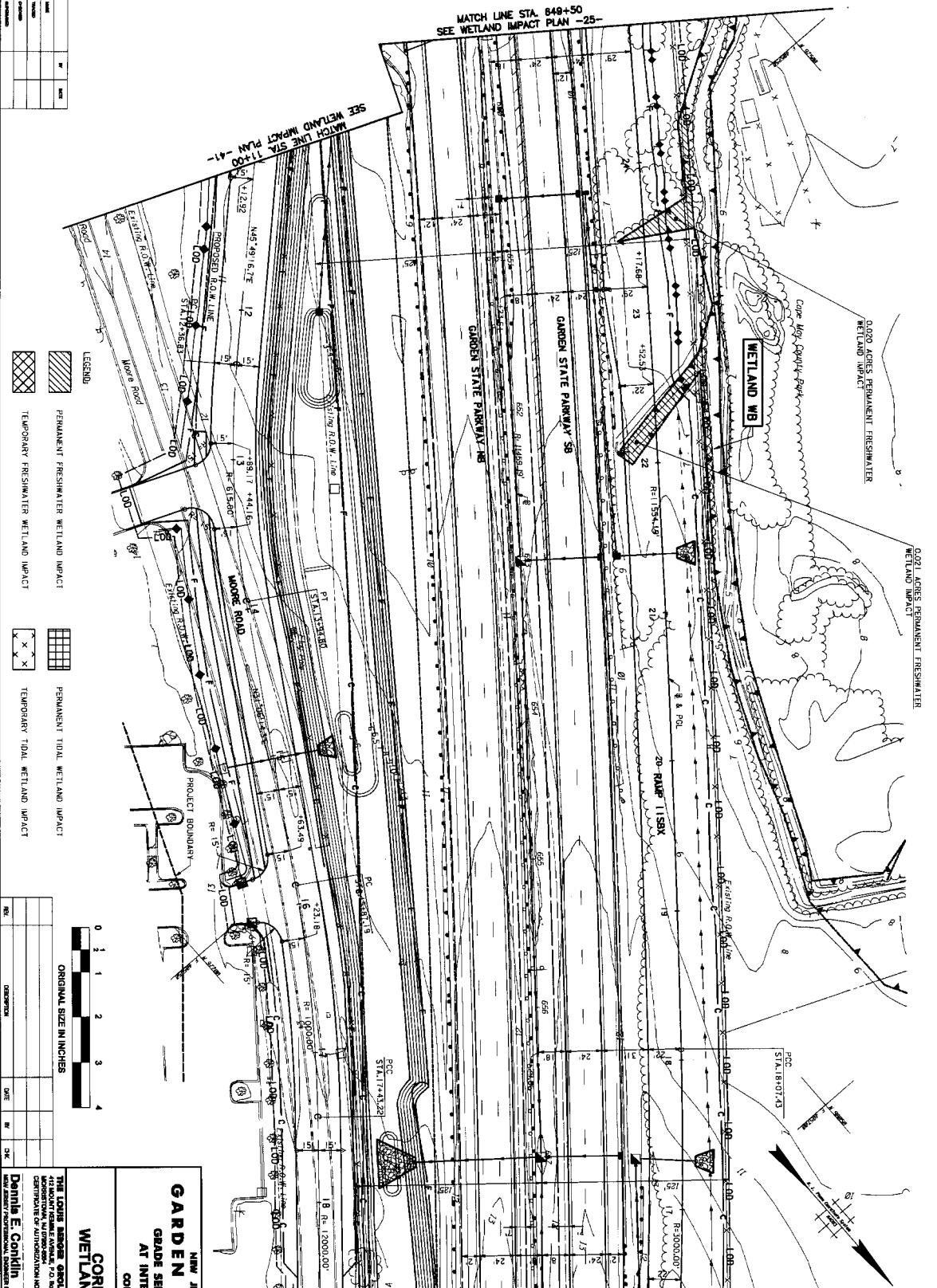






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MATCH LINE STA. 649+50
SEE WETLAND IMPACT PLAN -25-MATCH LINE STA. 658+00
SEE WETLAND IMPACT PLAN -27-

GARDEN STATE PARKWAY
GRADE SEPARATION IMPROVEMENTS
AT INTERCHANGES 9, 10 and 11
CONTACT NO. 908.6122

CORPS OF ENGINEERS - 26 -
WETLAND IMPACT PLAN - 26 -

THE LOBIS GROUP, INC.
10 MOUNTAIN AVENUE, P.O. BOX 1946
CONTINENTAL DIVISION, NO. 2400000000Dennis E. Condin
New Jersey Professional Engineer License No. 2528

REV. JUNE 2002

FILE NAME: 908.6122-WIP020.dwg

WETLAND IMPACT SUMMARY	
PERMANENT FRESHWATER	0.01 ACRES
WETLAND IMPACT	0.000 ACRES
TEMPORARY FRESHWATER	0.000 ACRES
WETLAND IMPACT	0.000 ACRES
PERMANENT TIDAL WETLAND IMPACT	0.000 ACRES
TEMPORARY TIDAL WETLAND IMPACT	0.000 ACRES

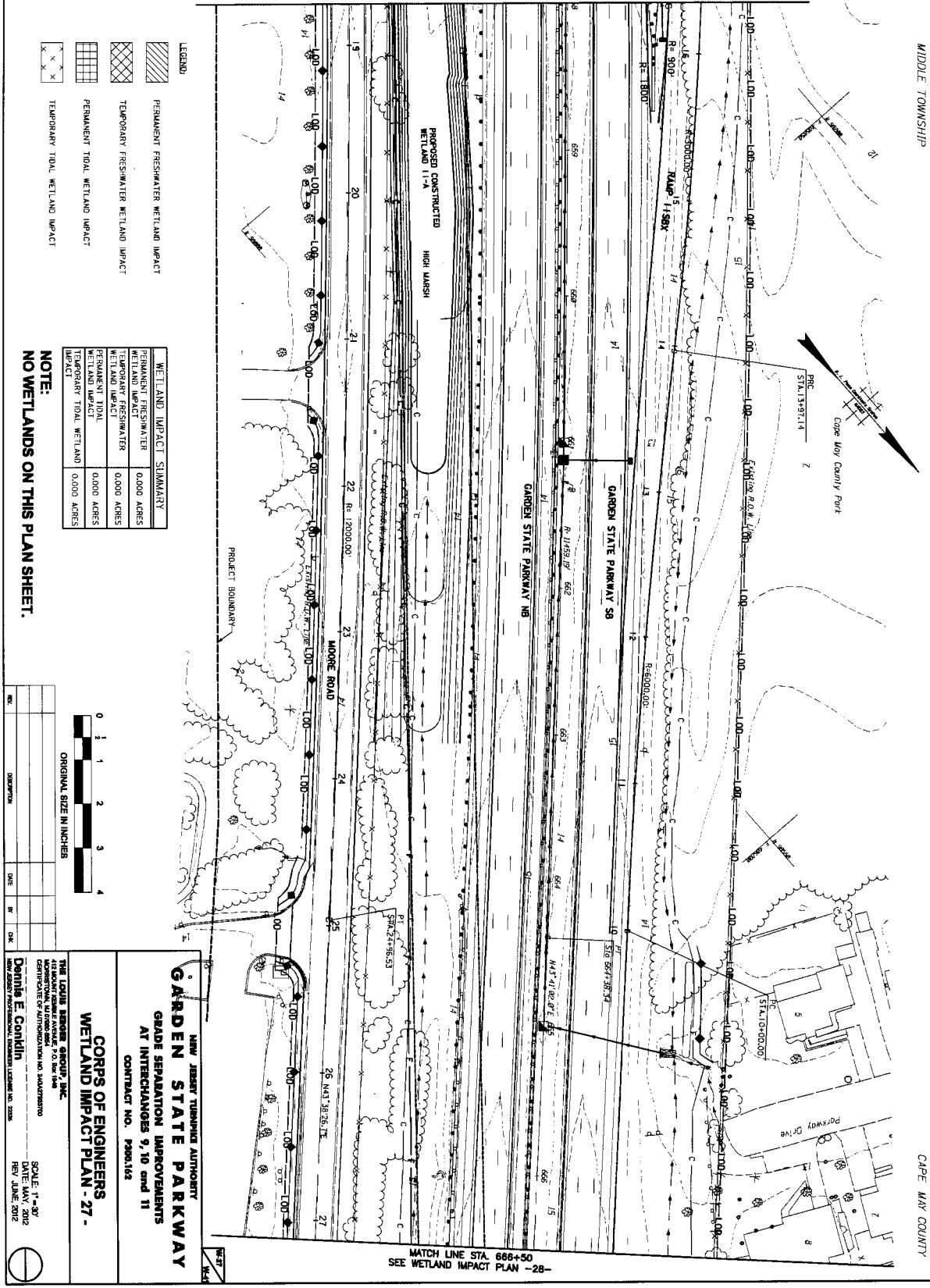
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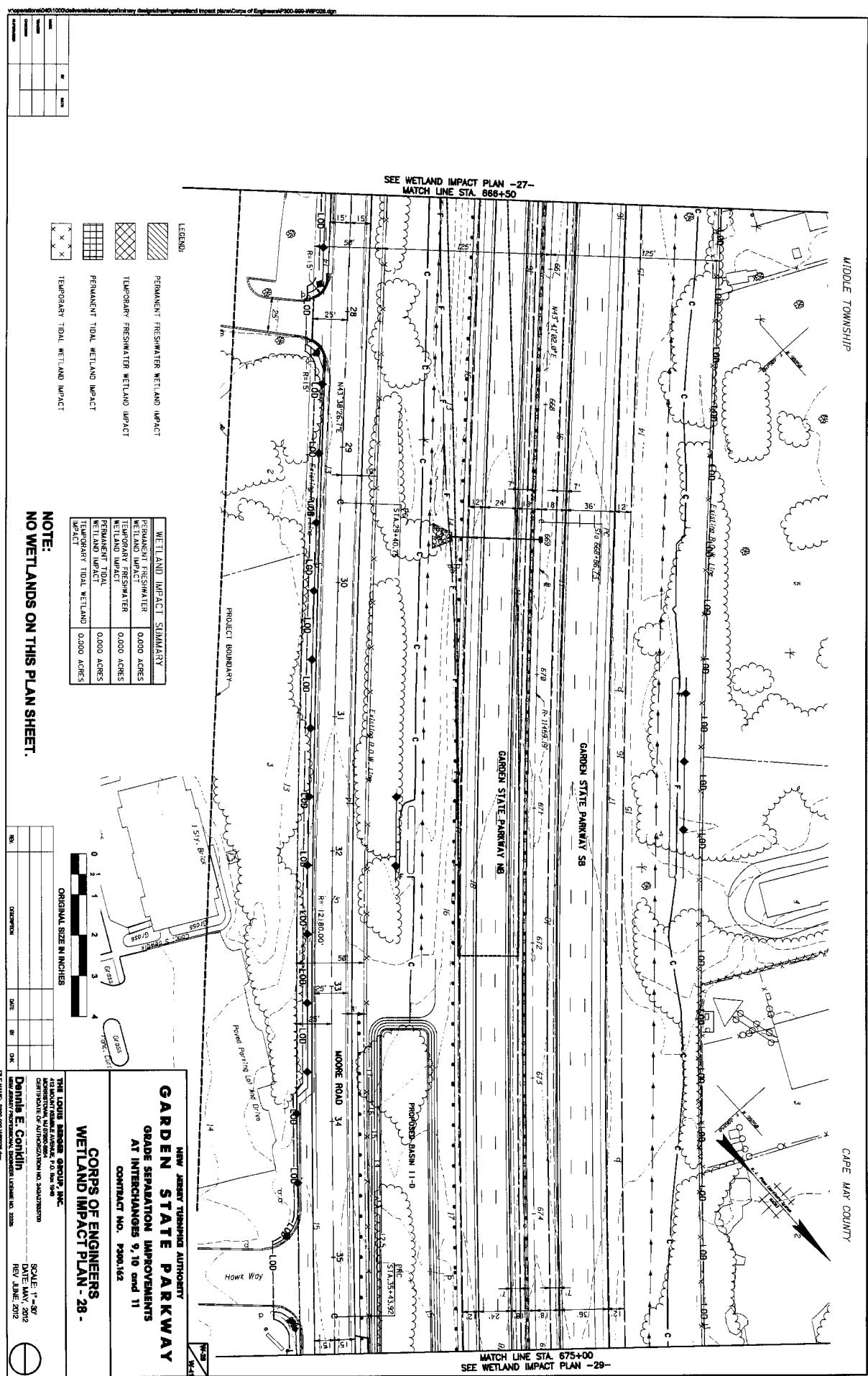
MIDDLE TOWNSHIP

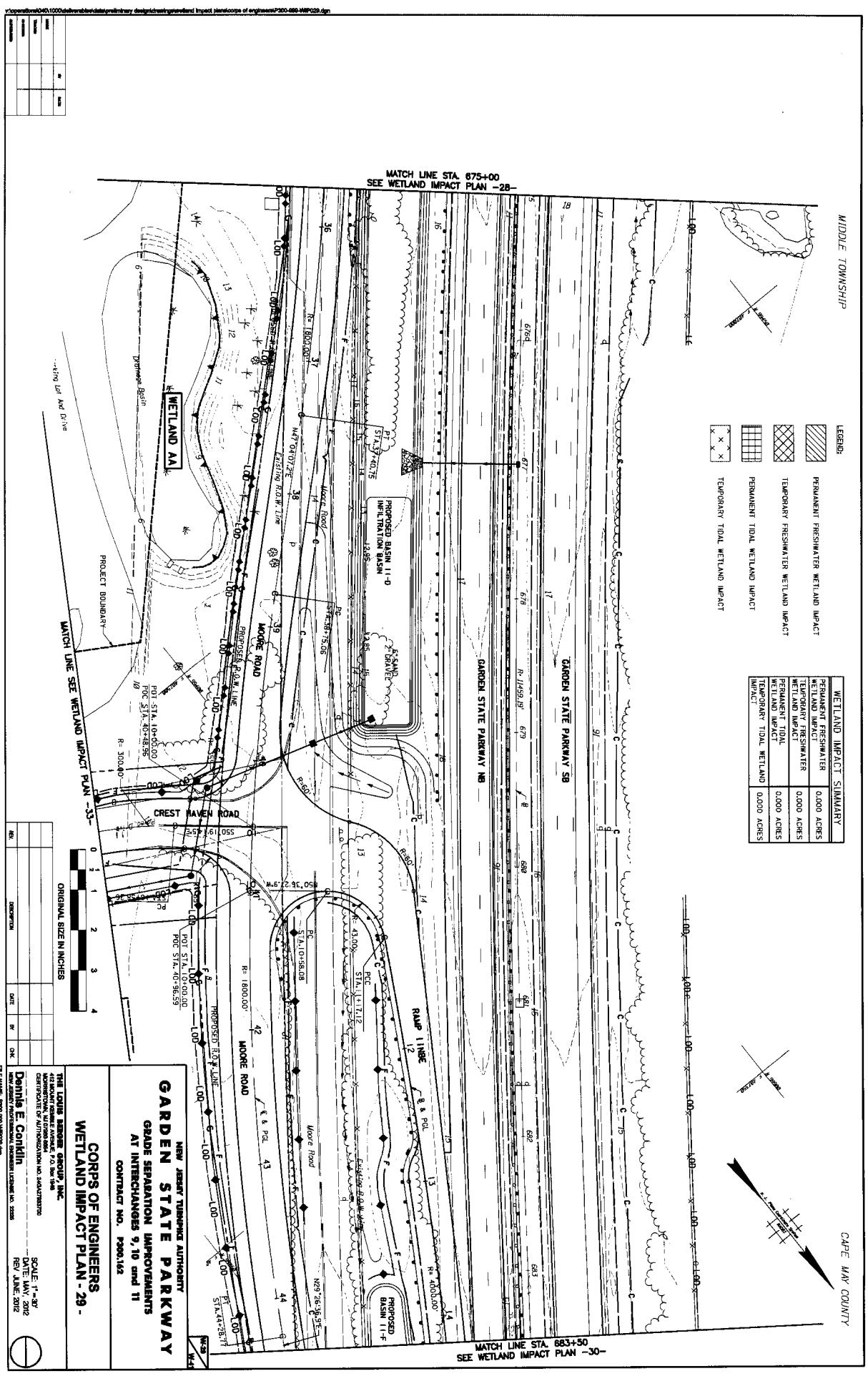
CAPE MAY COUNTY

MATCH LINE STA. 658+00
SEE WETLAND IMPACT PLAN -26-

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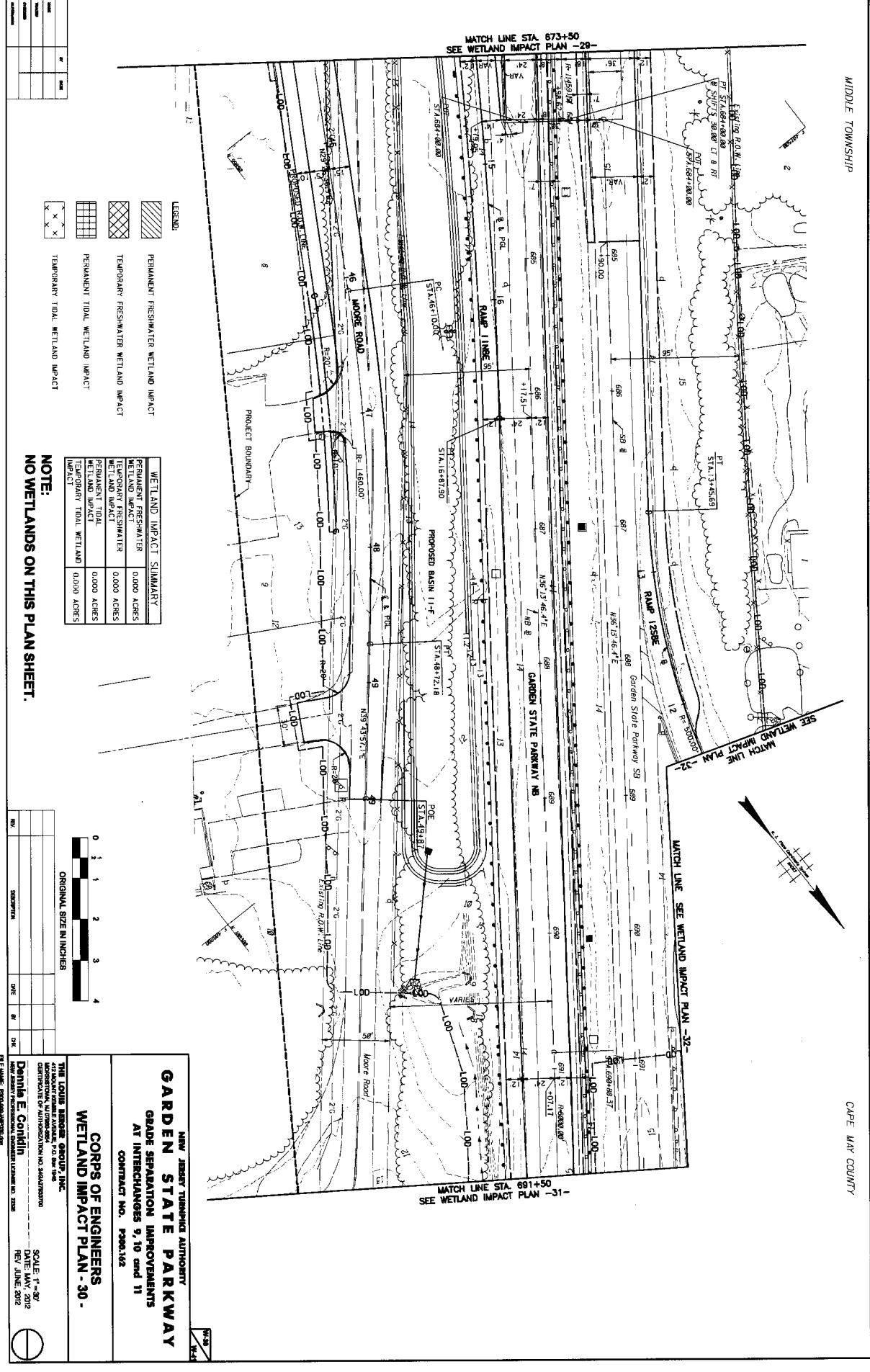




MIDDLE TOWNSHIP

CAPE MAY COUNTY

Wetland Impact Plan Preliminary Design Drawing - Middle Township Impact Plan/Corps of Engineers/P300-800-WP050.dwg



MIDDLE TOWNSHIP

CAPE MAY COUNTY

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35

MATCH LINE STA. 691+50
SEE WETLAND IMPACT PLAN -30-

MATCH LINE SEE WETLAND IMPACT PLAN -32-

151.691+94.25

692 — 693 — 694 — R. MARSH 89 — 695 Garden State Parkway SB
R. 696/697 — 696 — 697 — 698 — 699 — 700

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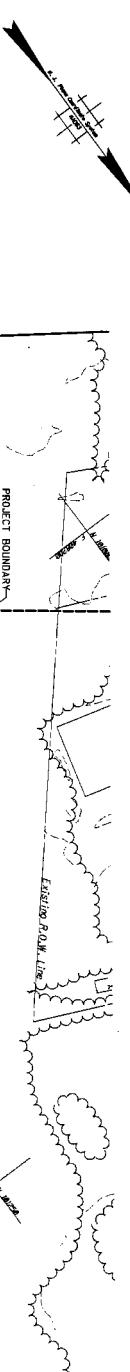
31

32

33

34

35



LEGEND

PERMANENT FRESHWATER WETLAND IMPACT

TEMPORARY FRESHWATER WETLAND IMPACT

TEMPORARY TIDAL WETLAND IMPACT

PERMANENT TIDAL WETLAND IMPACT

TOTAL WETLAND IMPACT

NOTE:
NO WETLANDS ON THIS PLAN SHEET.

WETLAND IMPACT SUMMARY	
PERMANENT FRESHWATER	0.000 ACRES
TEMPORARY FRESHWATER	0.000 ACRES
WETLAND IMPACT	0.000 ACRES
PERMANENT TIDAL	0.000 ACRES
WETLAND IMPACT	0.000 ACRES
TEMPORARY TIDAL WETLAND	0.000 ACRES

ORIGINAL SIZE IN INCHES

0 1 2 3 4

GARDEN STATE PARKWAY
GRADE SEPARATION IMPROVEMENTS
AT INTERCHANGES 9, 10 and 11
CONTRACT NO. PAR12

CORPS OF ENGINEERS
WETLAND IMPACT PLAN -31-

THIS CORPUS ENGINEER GROUP, INC.
MANUFACTURER AND ESTATE OF NEW JERSEY,
MONTGOMERY, MARYLAND,
CERTIFICATE OF AUTOMOBILE NO. 2444000000
DATE: MAY, 2012
REV. JUNE, 2012

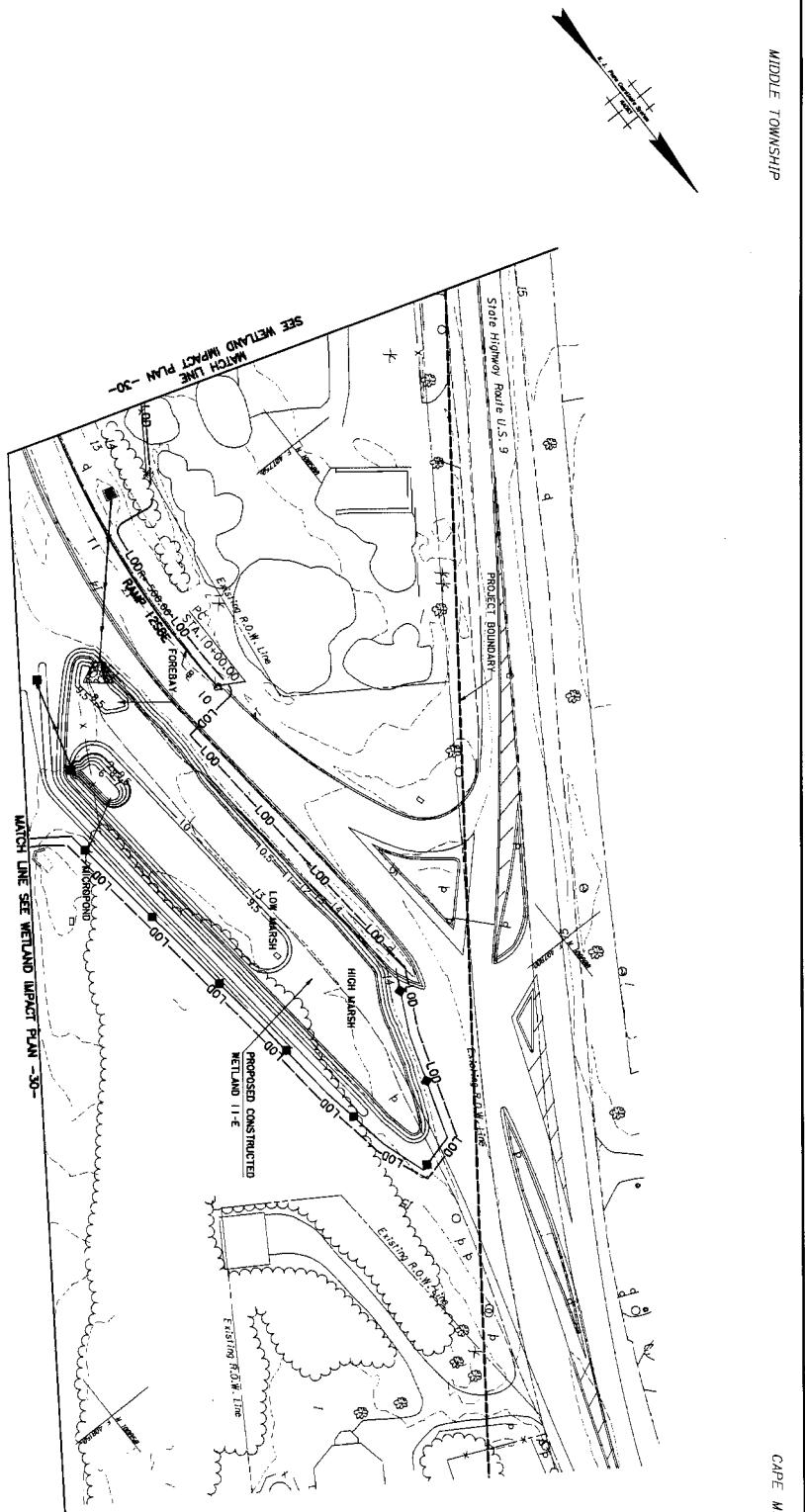
DENNIS E. CONNELL
Project Manager
Date: _____
Rev. Date: _____

RECEIVED	INDEXED	SERIALIZED	FILED
_____	_____	_____	_____

MIDDLE TOWNSHIP

CAPE MAY COUNTY

E
36



NOTE:
NO WETLANDS ON THIS PLAN SHEET.

GARDEN STATE PARKWAY
GRADE SEPARATION IMPROVEMENTS
AT INTERCHANGES 9, 10 and 11
CONTACT NO. P206.622

CORPS OF ENGINEERS - 32 -
WETLAND IMPACT PLAN -32 -

THE LOUIE BERGER GROUP, INC.
41 MOUNTAIN AVENUE, P.O. BOX 1946
GARDEN CITY, NEW YORK 11530
TELEPHONE: (516) 266-2500
FAX: (516) 266-2510
E-MAIL: LBG@LBG.COM

SCALE: 1"-30'
DATE: JAN 2012
REV: JUNE 2012

Dennis E. Conklin
NEW JERSEY PROFESSIONAL ENGINEER LICENSE NO. 2828
FILE NAME: PHOTOGEOGRAPHIC

MIDDLE TOWNSHIP

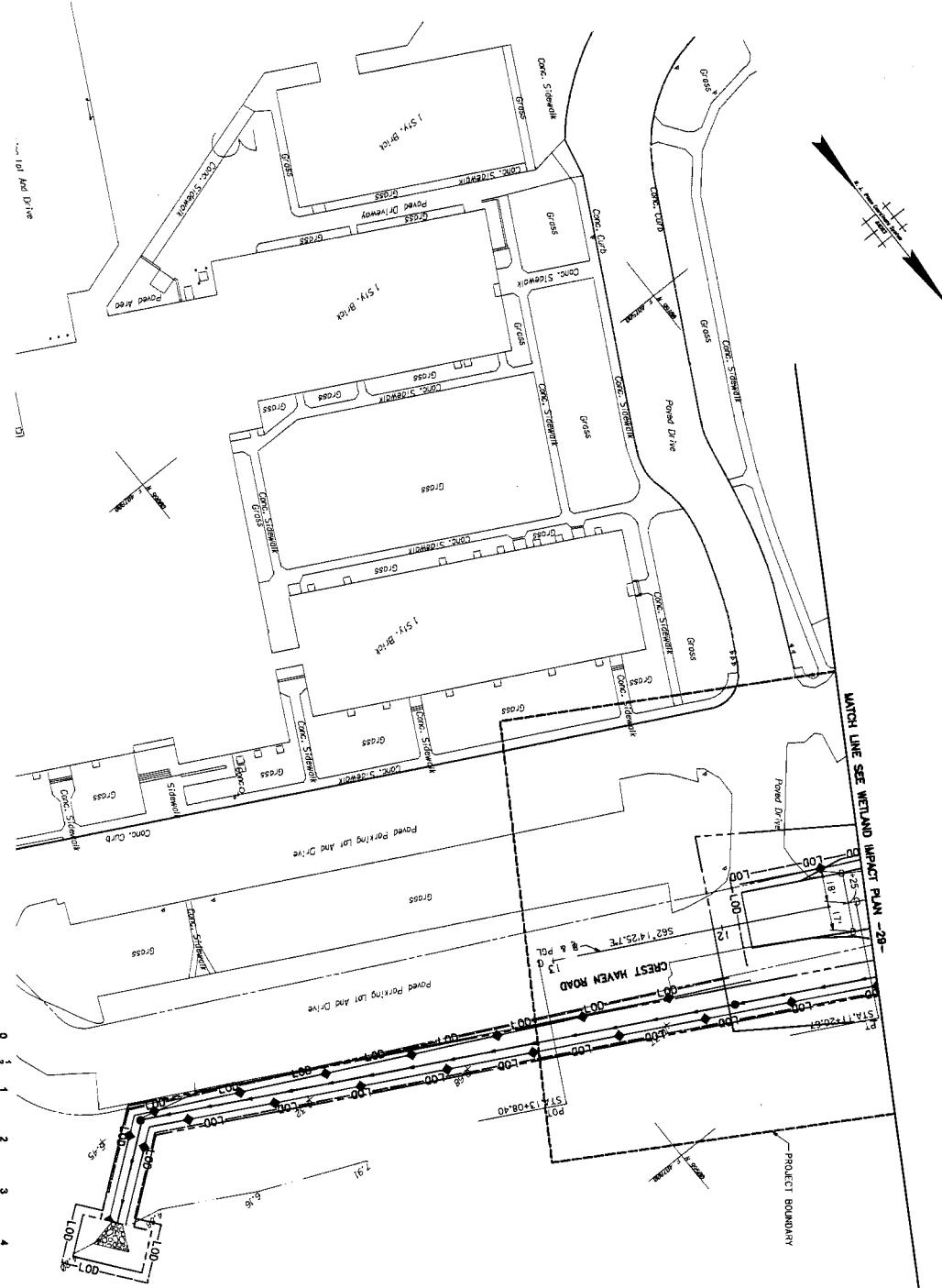
CAPE MAY COUNTY

MATCH LINE SEE WETLAND IMPACT PLAN -33-

LEGEND

	PERMANENT FRESHWATER WETLAND IMPACT
	PERMANENT TIDAL WETLAND IMPACT
	TEMPORARY TIDAL WETLAND IMPACT

PROJECT BOUNDARY



NOTE:
NO WETLANDS ON THIS PLAN SHEET.

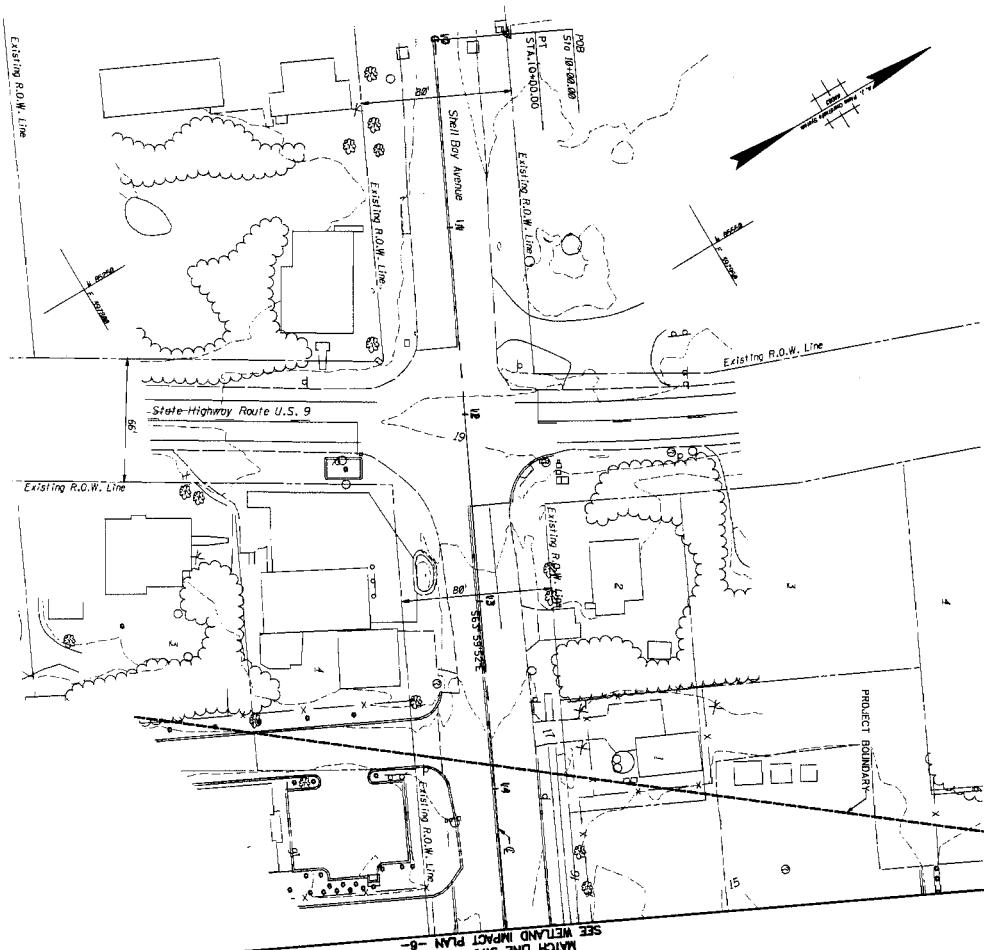
NEW JERSEY TURNPIKE AUTHORITY
GARDEN STATE PARKWAY
GRADE SEPARATION IMPROVEMENTS
AT INTERCHANGES 9, 10 and 11
CONTRACT NO. P008162

WETLAND IMPACT PLAN - 33 -

THE LOUIS BERGER GROUP, INC.
41 MOUNT MORNING AVENUE, P.O. BOX 1000
MORRISTOWN, NEW JERSEY 07960-0000
CERTIFICATE OF AUTORIZATION NO. 2424270000
REV. 10/16/2008
FILE NAME: P008162.WMFPO33.Dwg
Dennis E. Compton
New Jersey Professional Engineer, License No. 22556

SCALE: 1" = 37'
DATE: MAY, 2012
REV. JUNE, 2012
©

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37

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3

WETLAND IMPACT SUMMARY	
PERMANENT FRESHWATER	0.000 ACRES
TEMPORARY FRESHWATER	0.000 ACRES
WETLAND IMPACT	0.000 ACRES
PERMANENT TIDAL	0.000 ACRES
TEMPORARY TIDAL WETLAND	0.000 ACRES
IMPACT	

NOTE:
NO WETLANDS ON THIS PLAN SHEET.

LEGEND:	
	PERMANENT FRESHWATER WETLAND IMPACT
	TEMPORARY FRESHWATER WETLAND IMPACT
	PERMANENT TIDAL WETLAND IMPACT
	TEMPORARY TIDAL WETLAND IMPACT

ORIGINAL SIZE IN INCHES	
0	1
2	3
4	

FILE NAME: PROJ034.WDOP	
REV	00
REVISION	DATE
REV	BY
NEW JERSEY PROFESSIONAL BORDER LICENSE NO. 2006	REV. JUNE 2012

GARDEN STATE PARKWAY	
GRADE SEPARATION IMPROVEMENTS	
AT INTERCHANGES 9, 10 and 11	
CONTRACT NO. P300.162	
CORPS OF ENGINEERS	
WETLAND IMPACT PLAN - 34 -	

W.L.D.
M.L.D.

101 MOUNTAIN MEADOW AVENUE, P.O. Box 996
GARDEN CITY, NEW YORK 11530
COURTSHIP OF AUTOMOBILE AND MOTORCYCLE
DEPARTMENT OF TRANSPORTATION

Dennis E. Conklin

PARKING LOT #25

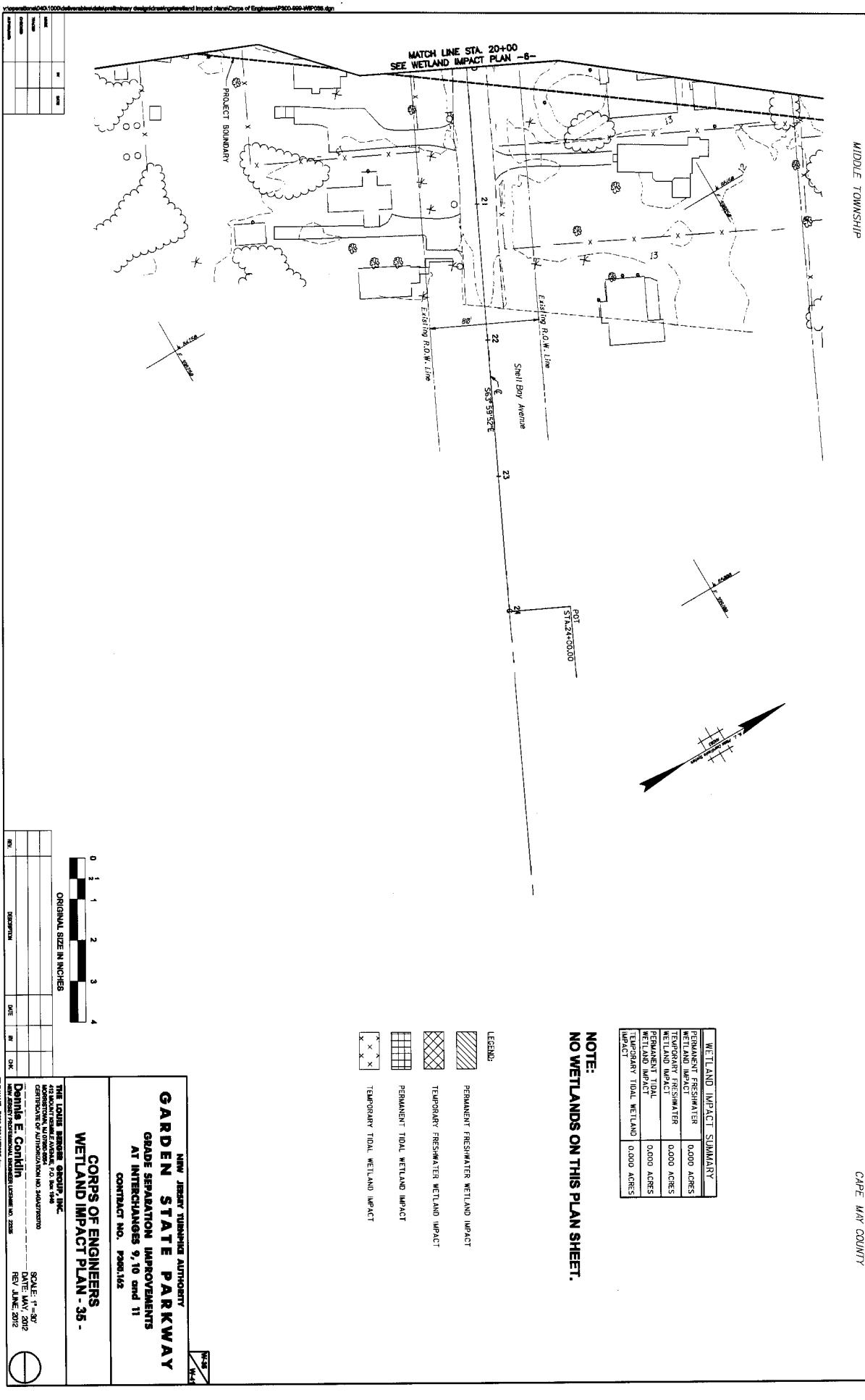
REV. JUNE 2012

FILE NAME: PROJ034.WDOP

DATE

REV

FL 39



MIDDLE TOWNSHIP

CAPE MAY COUNTY

EWY

WETLAND IMPACT SUMMARY	
PERMANENT FRESHWATER	0.000 ACRES
WETLAND IMPACT	0.000 ACRES
TEMPORARY FRESHWATER	0.000 ACRES
WETLAND IMPACT	0.000 ACRES
PERMANENT TIDAL	0.000 ACRES
WETLAND IMPACT	0.000 ACRES
TEMPORARY TIDAL WETLAND	0.000 ACRES
IMPACT	

**NOTE:
NO WETLANDS ON THIS
PLAN SHEET.**

SEE CONSTRUCTION PLAN 51+50
FOR WETLAND IMPACT PLAN - 13

Waterford/DK1000/dk1000/dk1000/policy/greenland/ImpactPlan/CorpsofEngineersPMO-009-WAPCO9.dwg

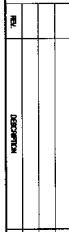
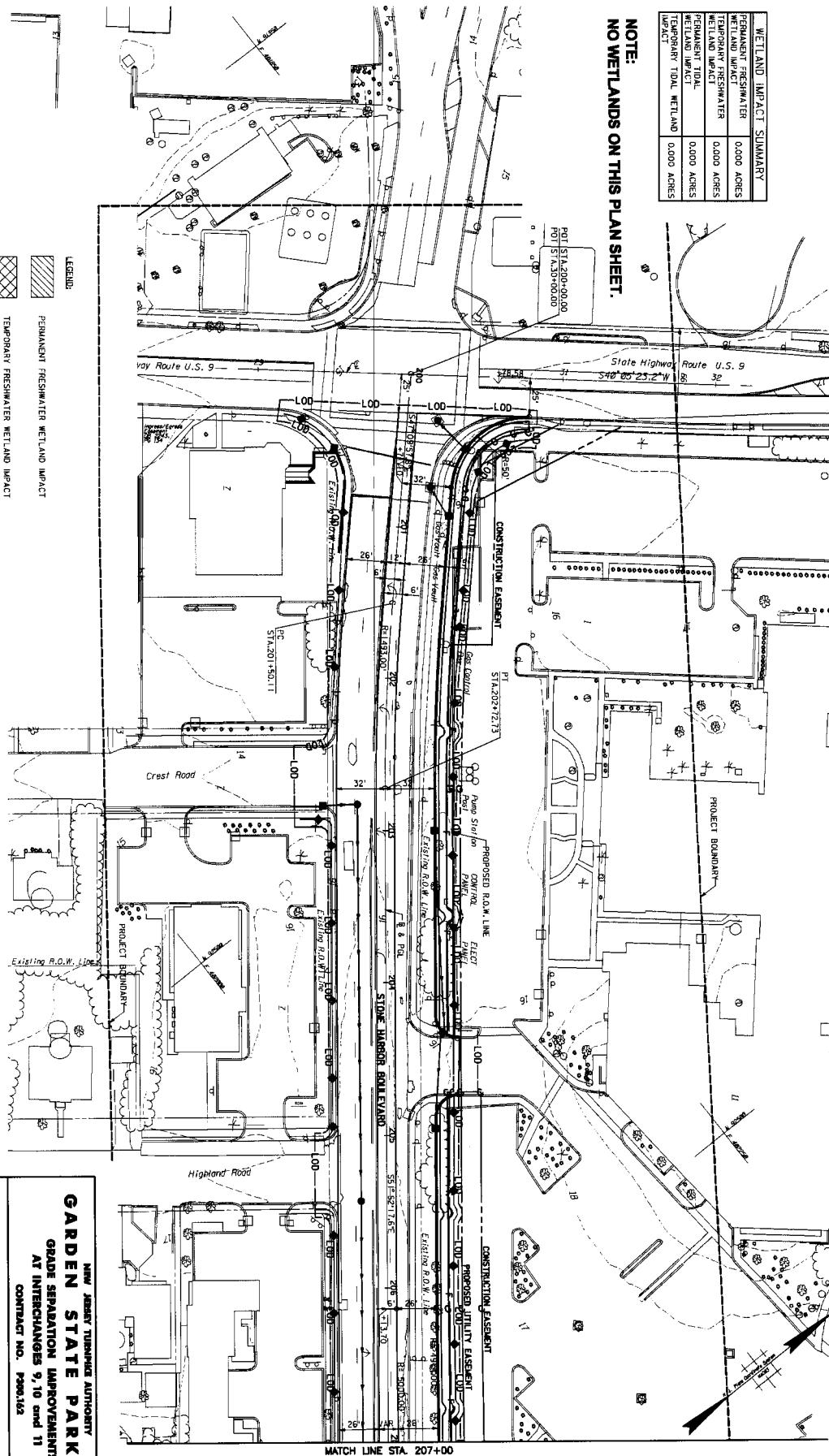


MIDDLE TOWNSHIP

CAPE MAY COUNTY

WETLAND IMPACT SUMMARY	
PERMANENT FRESHWATER	0.000 ACRES
TEMPORARY FRESHWATER	0.000 ACRES
WETLAND IMPACT	0.000 ACRES
PERMANENT TIDAL	0.000 ACRES
TEMPORARY TIDAL WETLAND	0.000 ACRES
IMPACT	

NOTE:
NO WETLANDS ON THIS PLAN SHEET.



FILE NAME: PSC-009-WIMP07.dwg

GARDEN STATE PARKWAY
NEW JERSEY TURNPIKE AUTHORITY
GRADE SEPARATION IMPROVEMENTS
AT INTERCHANGES 9, 10 and 11
CONTRACT NO. PSC-0162

WETLAND IMPACT PLAN -37-

THE LOUIS BERGER GROUP, INC. A SUBSIDIARY OF CH2M HILL, INC., 1000 Peachtree Street, N.E., Atlanta, Georgia 30367 GENERAL CONTRACTOR AND ENGINEER FOR THE NEW JERSEY TURNPIKE AUTHORITY	SCALE: 1"-00' DATE: JAN 2012 REV. JUNE 2012
Dennis E. Condin New Jersey Professional Engineer, Lisc. No. 2288	REVISION NUMBER PAGE NUMBER



EY

MATCH LINE STA. 217+00
SEE WETLAND IMPACT PLAN -17-

MIDDLE TOWNSHIP

CAPE MAY COUNTY

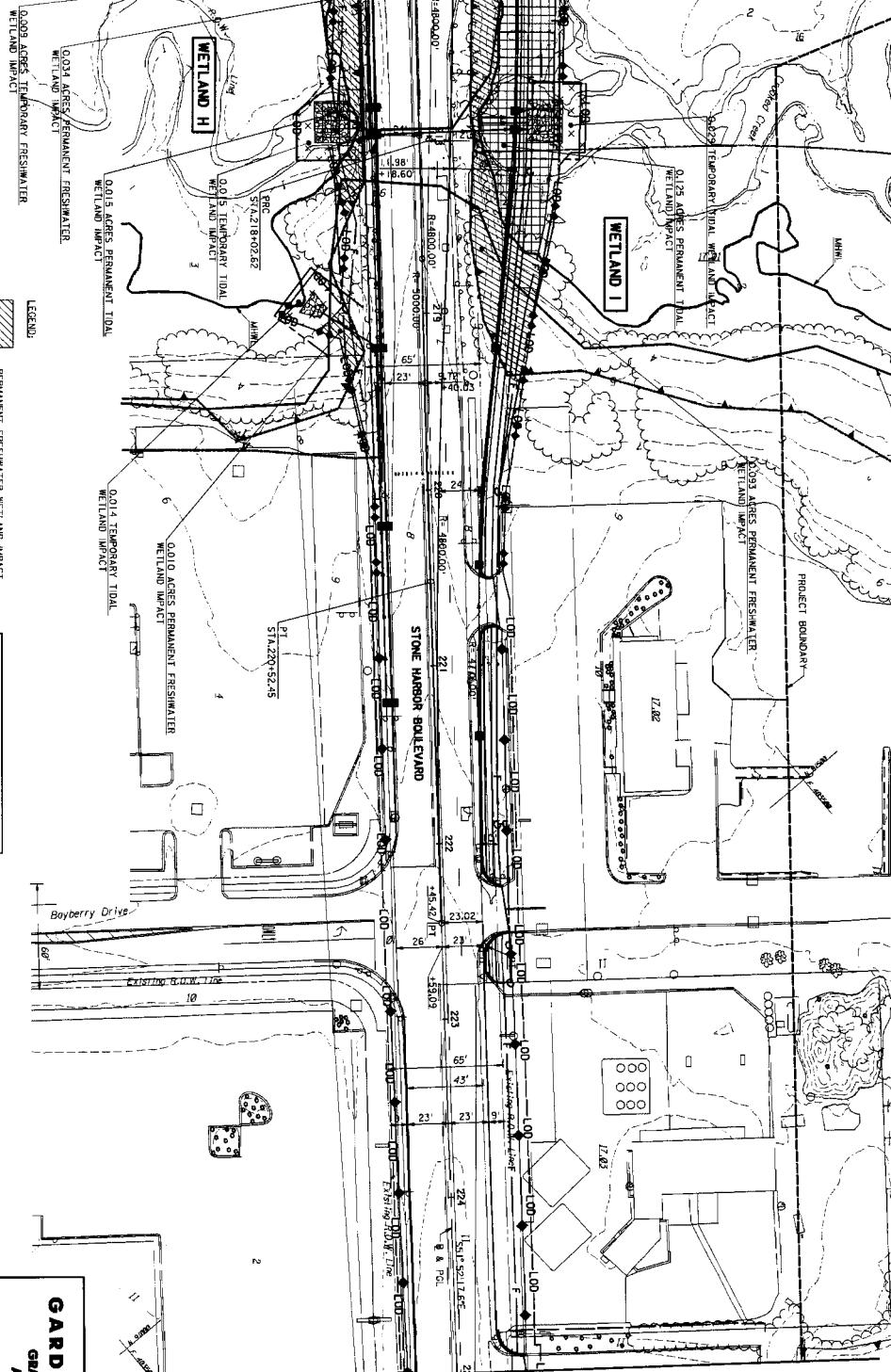
CAPE MAY COUNTY

MIDDLE TOWNSHIP

CAPE MAY COUNTY

CAPE MAY COUNTY

EE 42



GARDEN STATE PARKWAY
GRADE SEPARATION IMPROVEMENTS
AT INTERCHANGES 9, 10 AND 11
CONTRACT NO. P900142

CORPS OF ENGINEERS -
WETLAND IMPACT PLAN -38 -

THE LOUIS BERGER GROUP, INC.
40 MOUNTAIN AVENUE, P.O. BOX 6400
DEPT. OF TRANSPORTATION NO. 2000/2000

SCALE 1" = 30'
DATE JAN 2012

REV. JUNE 2012

FILE NAME: PSD0-009-WIFP08.dwg

NAME	RE	RE

NAME	RE	RE

NAME	RE	RE

MIDDLE TOWNSHIP

CAPE MAY COUNTY

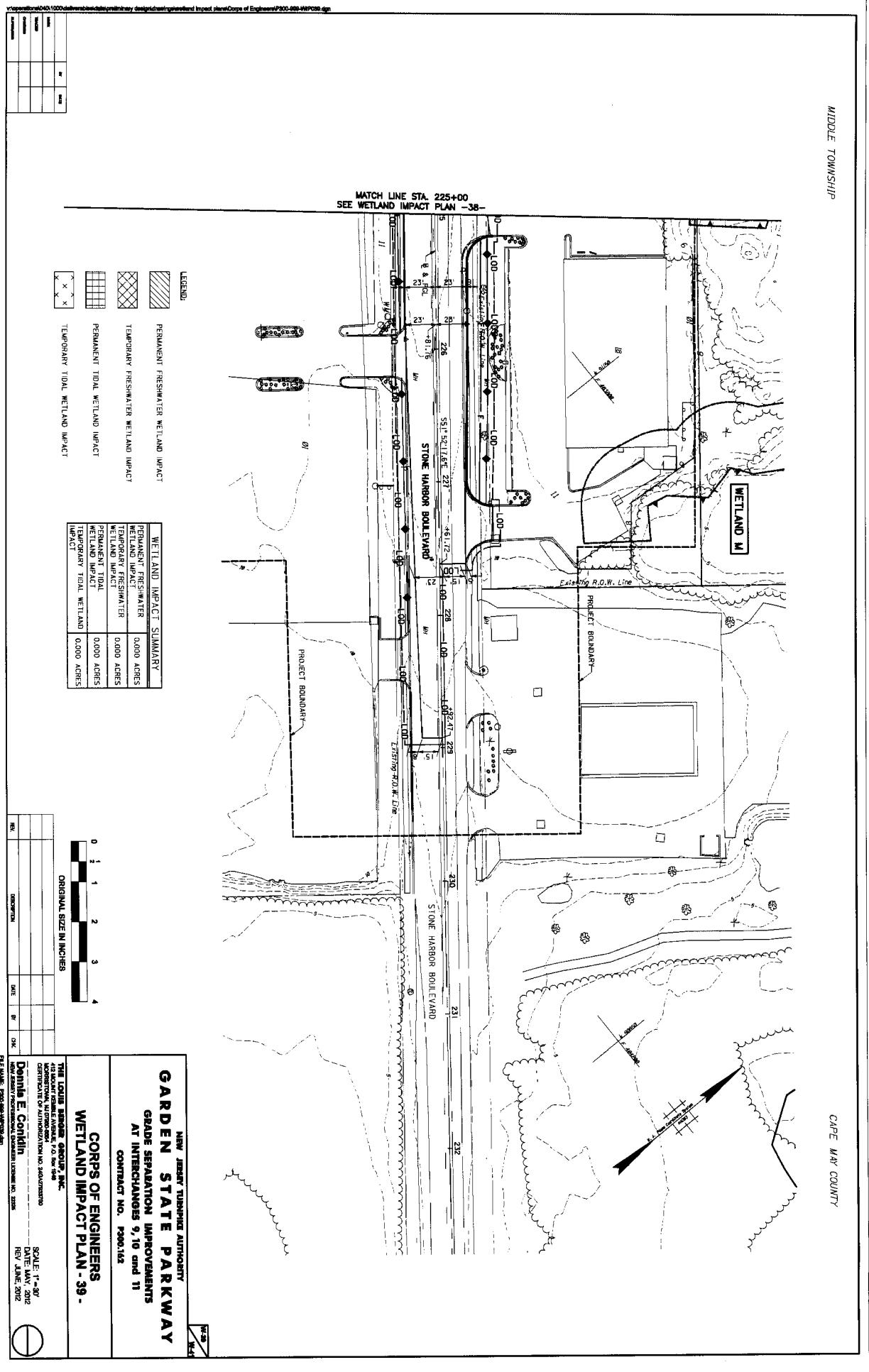
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43

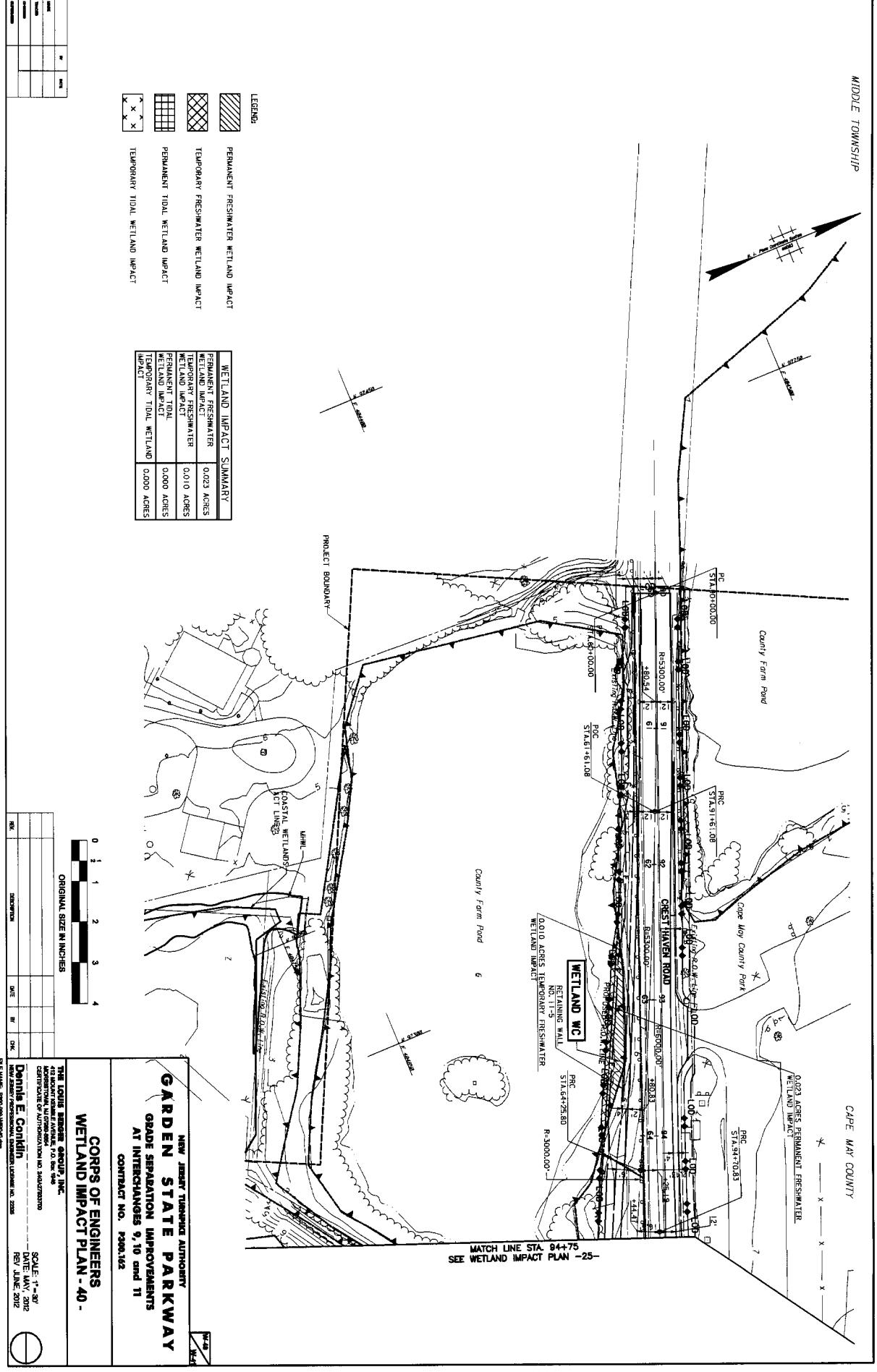
MATCH LINE STA. 225+00
SEE WETLAND IMPACT PLAN -38-

LEGEND	
	PERMANENT FRESHWATER WETLAND IMPACT
	TEMPORARY FRESHWATER WETLAND IMPACT
	PERMANENT TIDAL WETLAND IMPACT
	TEMPORARY TIDAL WETLAND IMPACT

WETLAND IMPACT SUMMARY	
PERMANENT FRESHWATER WETLAND IMPACT	0.000 ACRES
TEMPORARY FRESHWATER WETLAND IMPACT	0.000 ACRES
PERMANENT TIDAL WETLAND IMPACT	0.000 ACRES
TEMPORARY TIDAL WETLAND IMPACT	0.000 ACRES

REF.	DESCRIPTION	DATE	BY
1	REV. 6/16/2012	6/16/2012	Dennis E. Condit

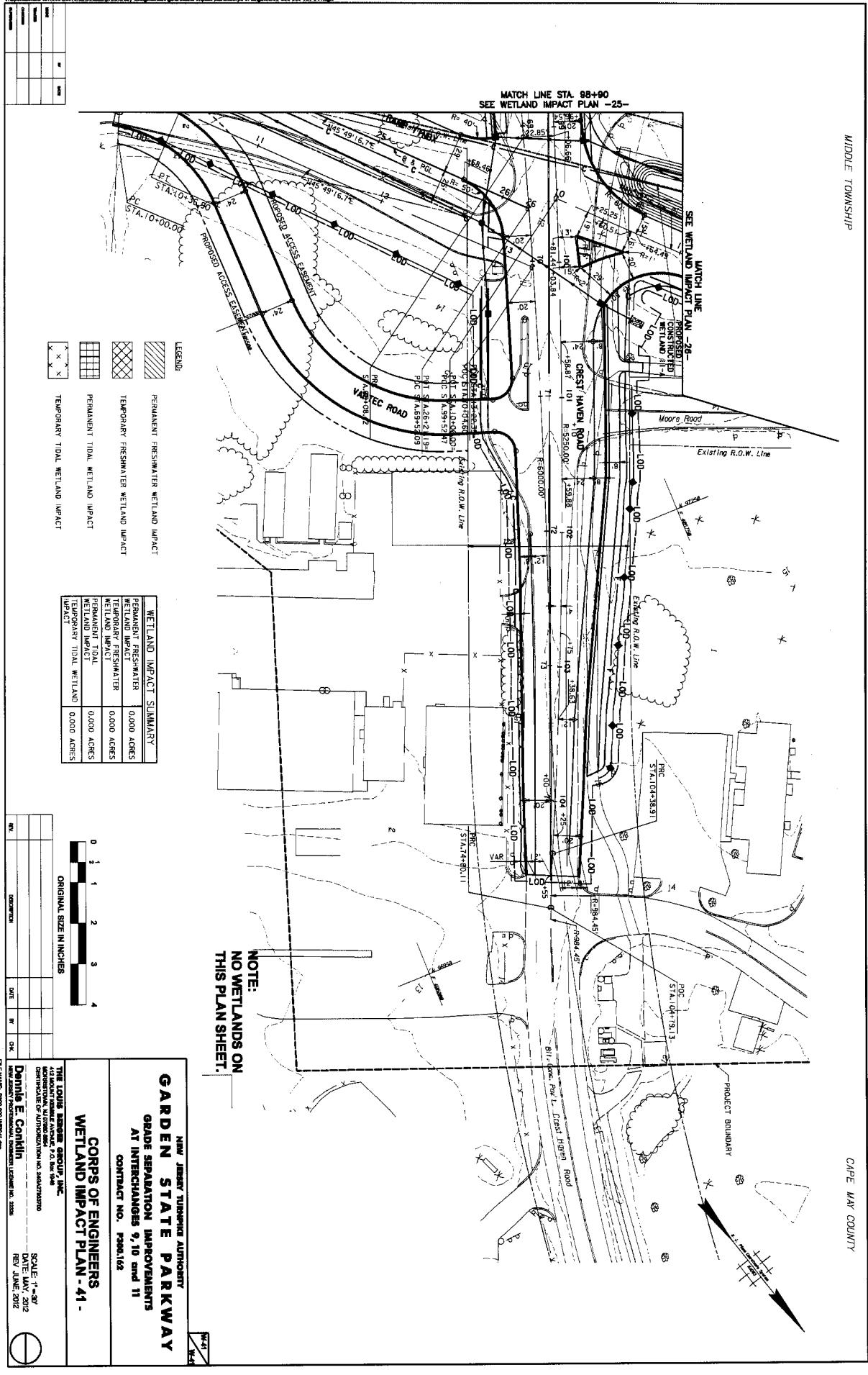


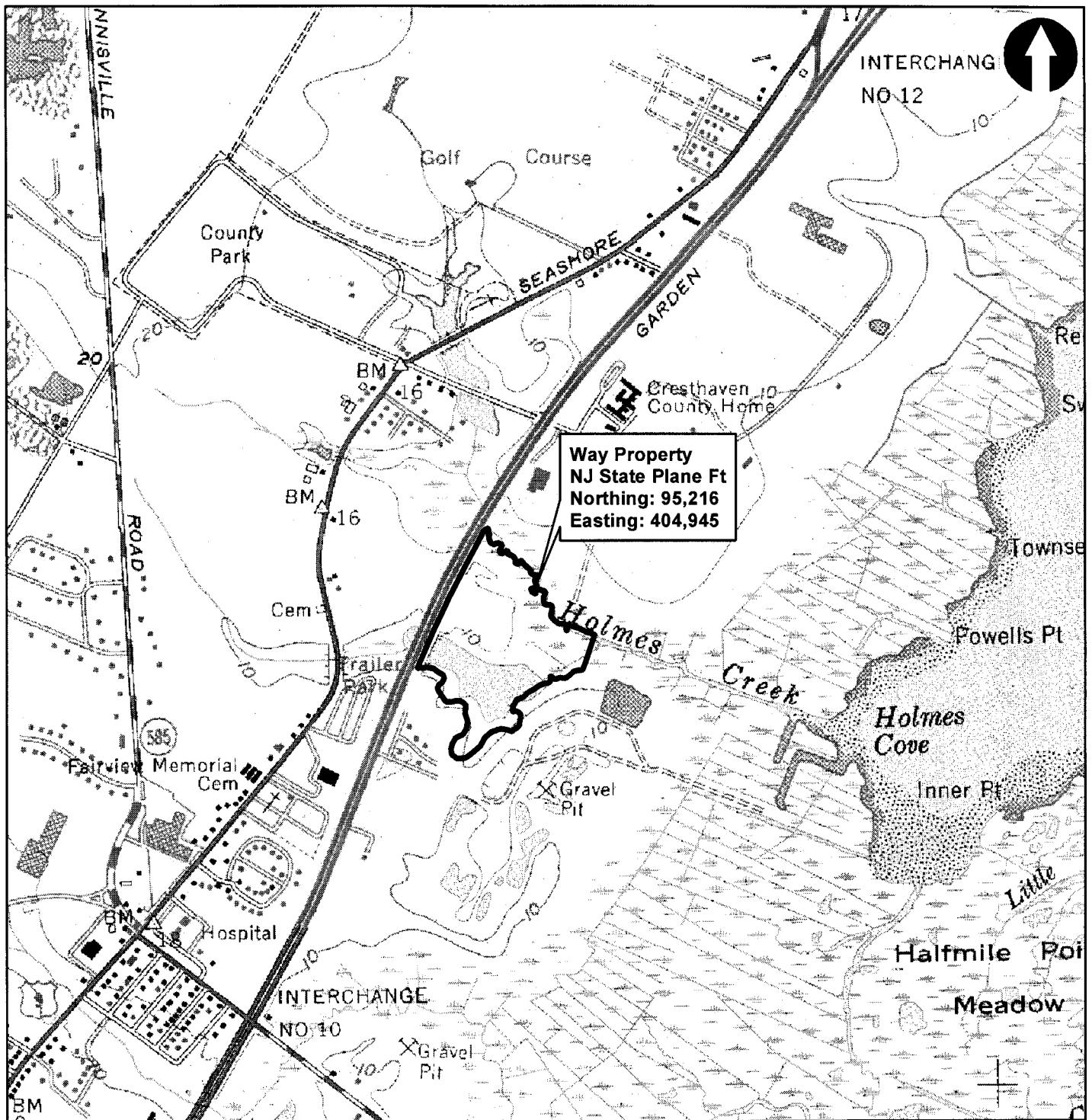


MIDDLE TOWNSHIP

CAPE MAY COUNTY

E
45





Legend

Property Boundary

0 625 1,250 2,500
Feet

New Jersey Turnpike Authority

Way Site Site Location Map

Location: Cape May County, NJ

Date: March 2012

The Louis Berger Group, Inc.
412 Mt Kemble Ave
Morristown NJ 07932

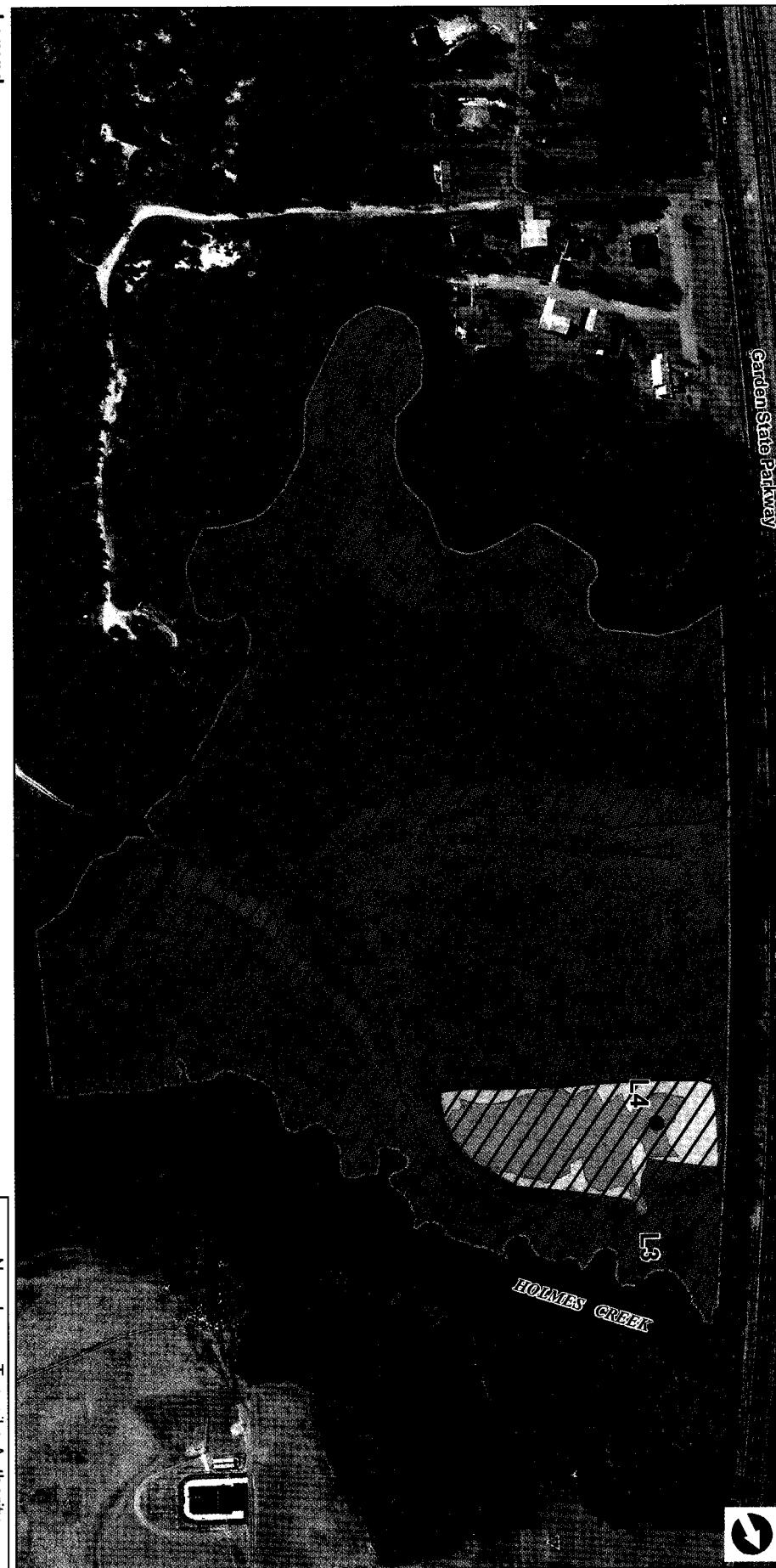
Figure
3

SOURCE:
Base Mapping: 7.5 Minute USGS Topographic Map, Stone Harbor Quadrangle.

E46

E) 47

Garden State Parkway

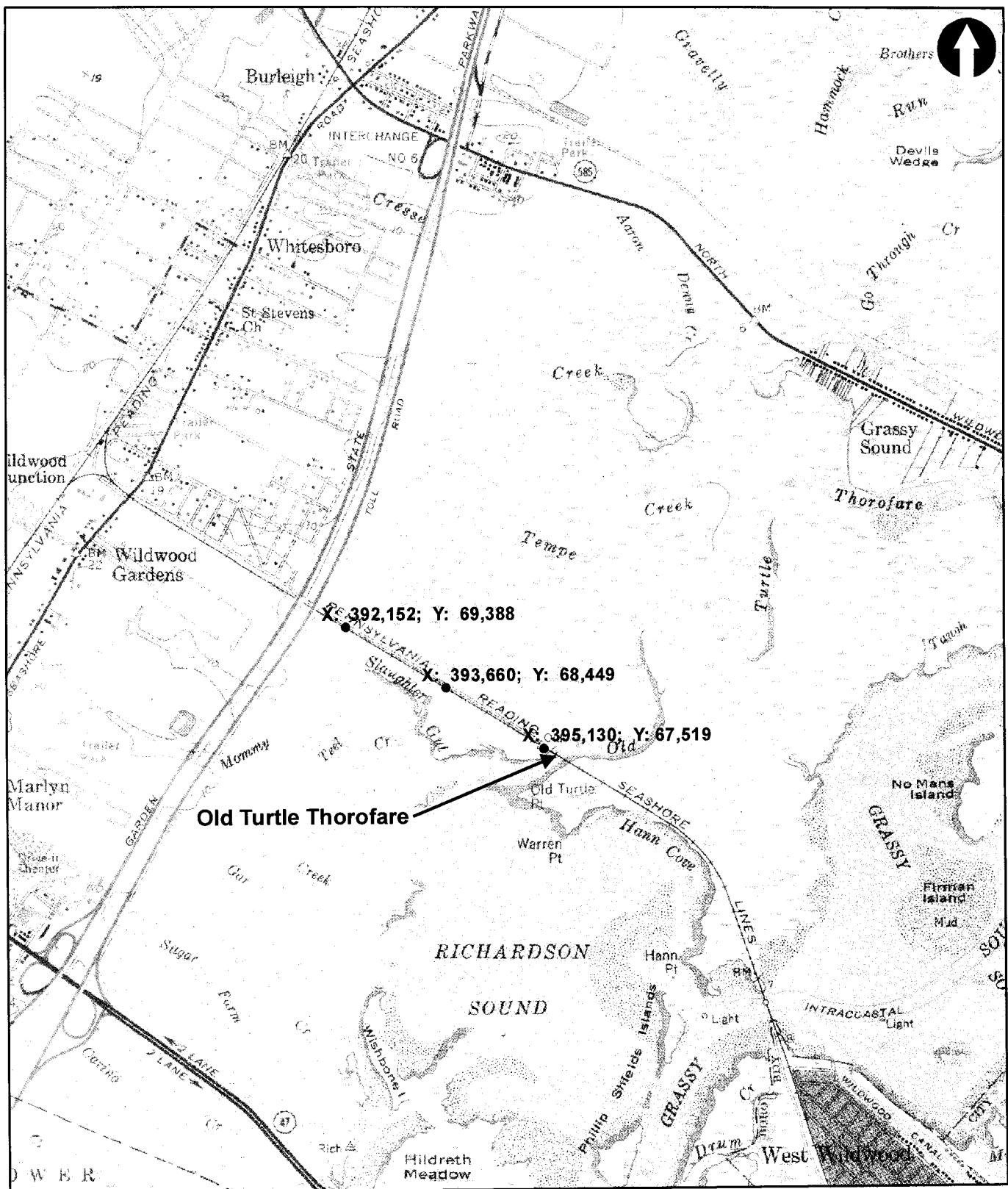


Legend

- Way Property
Block 132.01, Lots 1, 2, 3, Middle Township
- Enhancement - 0.79 ac
- Enhancement, Hydrologic - 1.45 ac
- Preservation - 33.79 ac
- Wetland Delineation, Feb. 2010
- Tide Gage

Sources:
Base Map: State of NJ Office of Information Technology, 2007, Berger 2009-12.

New Jersey Turnpike Authority	
<input checked="" type="checkbox"/>	Garden State Parkway
<input checked="" type="checkbox"/>	Interchanges 9, 10 and 11 Improvements
<input checked="" type="checkbox"/>	Way Site
<input checked="" type="checkbox"/>	Wetland Mitigation Approach
<input checked="" type="checkbox"/>	Location: Township of Middle, Cape May County, N.J.
<input checked="" type="checkbox"/>	Date: May 2012
<input checked="" type="checkbox"/>	The Louis Berger Group, Inc. 412 Mount Kembla Ave Monmouth, NJ 07762
<input checked="" type="checkbox"/>	Figure 5



Legend

- Project Coordinates

SOURCE:
Base Mapping: 7.5 Minute USGS Topographic Map, Stone Harbor Quadrangle.

New Jersey Turnpike Authority

Old Turtle Thorofare Mitigation Site Location Map

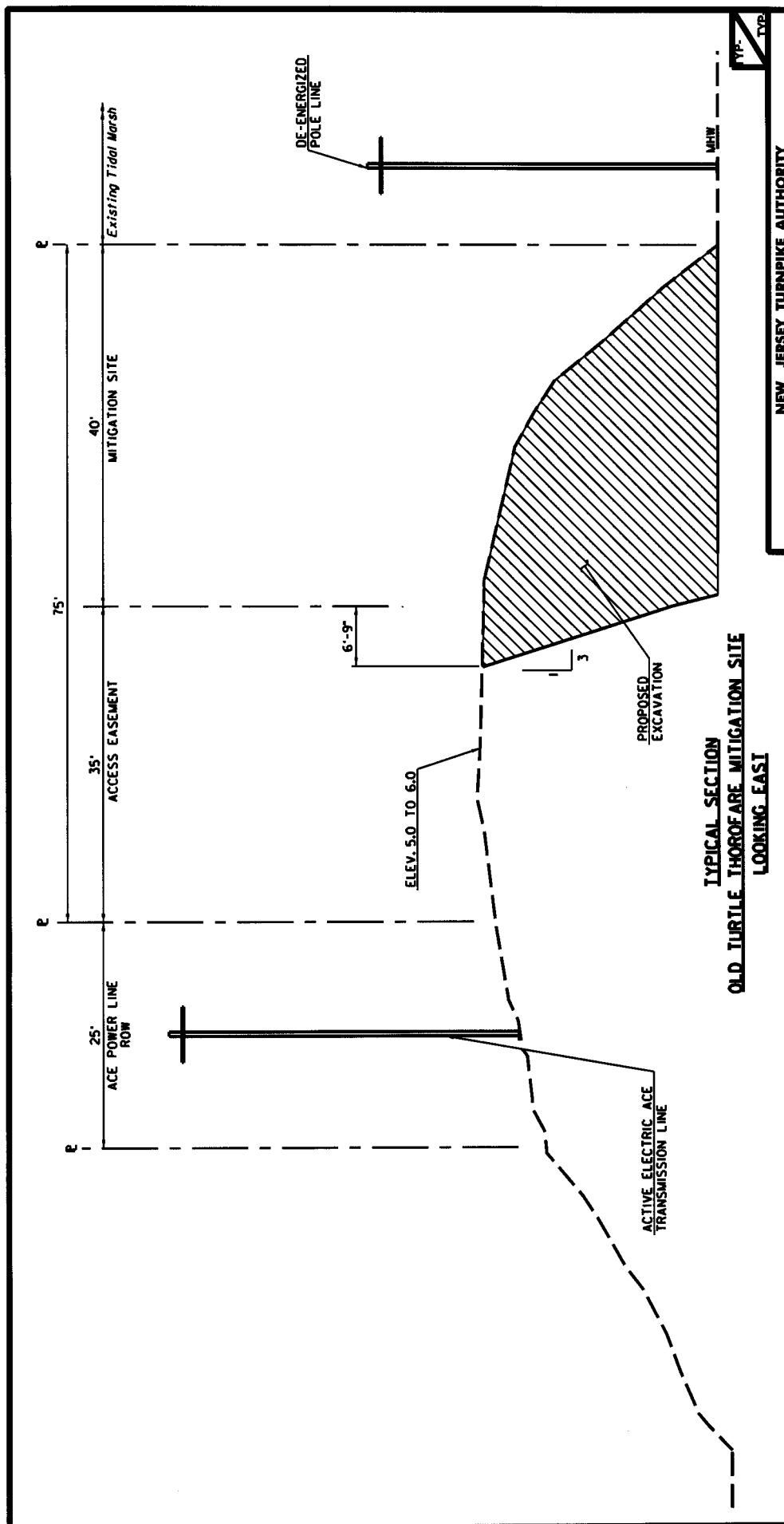
Location: Cape May County, NJ

Date: May 2012

The Louis Berger Group, Inc.
412 Mt Kemble Ave
Morristown NJ 07932

Figure
6

E 48



GARDEN STATE PARKWAY
GRADE SEPARATION IMPROVEMENTS
AT INTERCHANGES 9, 10 and 11
CONTRACT NO. P300.162

NEW JERSEY TURNPIKE AUTHORITY

FIGURE 8
TYPICAL SECTION

THE LOUIS BERGER GROUP, INC.
412 MOUNT KISCO AVENUE, P.O. BOX 1946
MORRISTOWN, NJ 07960-8854
CERTIFICATE OF AUTHORIZATION NO. 24GA2/B33700

SCALE: NONE
DATE: APRIL, 2012

Dennis E. Conklin
NEW JERSEY PROFESSIONAL ENGINEER LICENSE NO. 222326

E49